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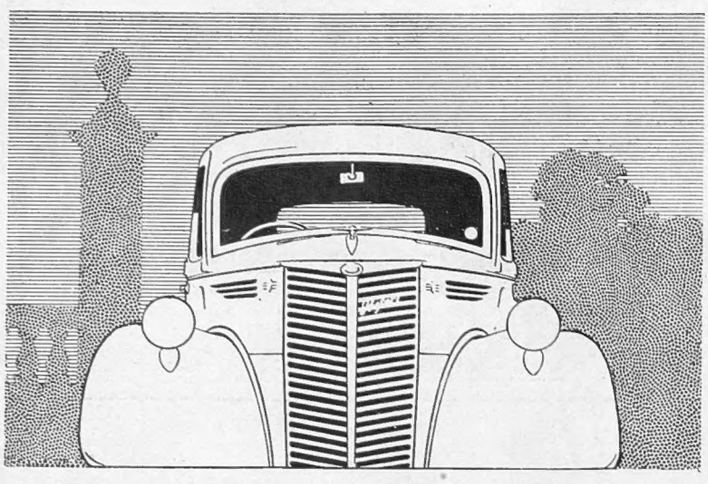

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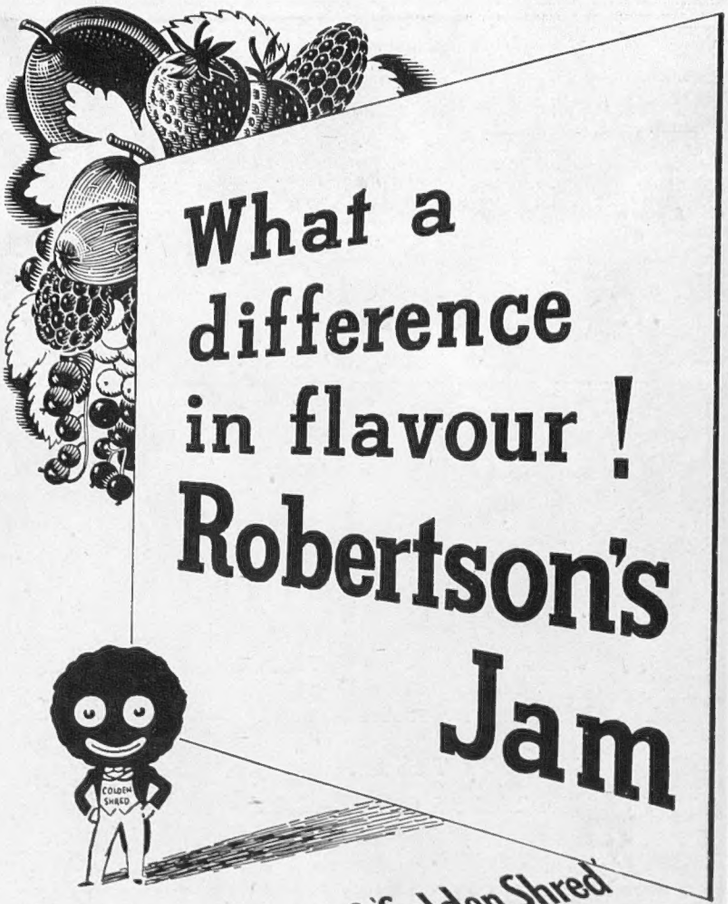

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Volume CXCI No. 2492 The SPHERE, London, November 8, 1947

THE SPHERE
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REHEARSAL FOR THE ROYAL WEDDING—THE IRISH STATE COACH, DRAWN BY WINDSOR GREYS, LEAVING WESTMINSTER ABBEY FOR THE RETURN TO BUCKINGHAM PALACE: The rehearsal took place last Sunday morning, and, although it was between 8 a.m. and 9 a.m., quite a crowd turned out to watch the procession. A timekeeper rode in the leading wagonette, recording 12 minutes for the outward journey

The Royal wedding takes place on Thursday, November 20, and already Londoners are witnessing increasing outward evidence of the preparations. In a drizzle of rain early last Sunday morning quite a crowd turned out to watch a rehearsal for the wedding procession, at least half the spectators being children. It took the procession precisely the twelve minutes estimated to travel from the Palace, down the Mall, into the Horse Guards Parade, and then from Whitehall to the Abbey. First, with postilions on greys, came a procession of four open wagonettes, accompanied by a Captain's Escort of cavalry. They represented the four coaches which will convey the Queen and other members of the Royal Family. At a short distance, and with a Sovereign's Escort, came the Irish state coach, which on November 20 will take the Princess and the King to the Abbey. A timekeeper rode in the leading wagonette, and other officials were checking along the route. When the carriages reformed for the return journey, first in the procession was a wagonette representing the glass coach in which the bride and bridegroom will travel. It was flanked by a Captain's Escort. The King and Queen will occupy the Irish state coach on the return

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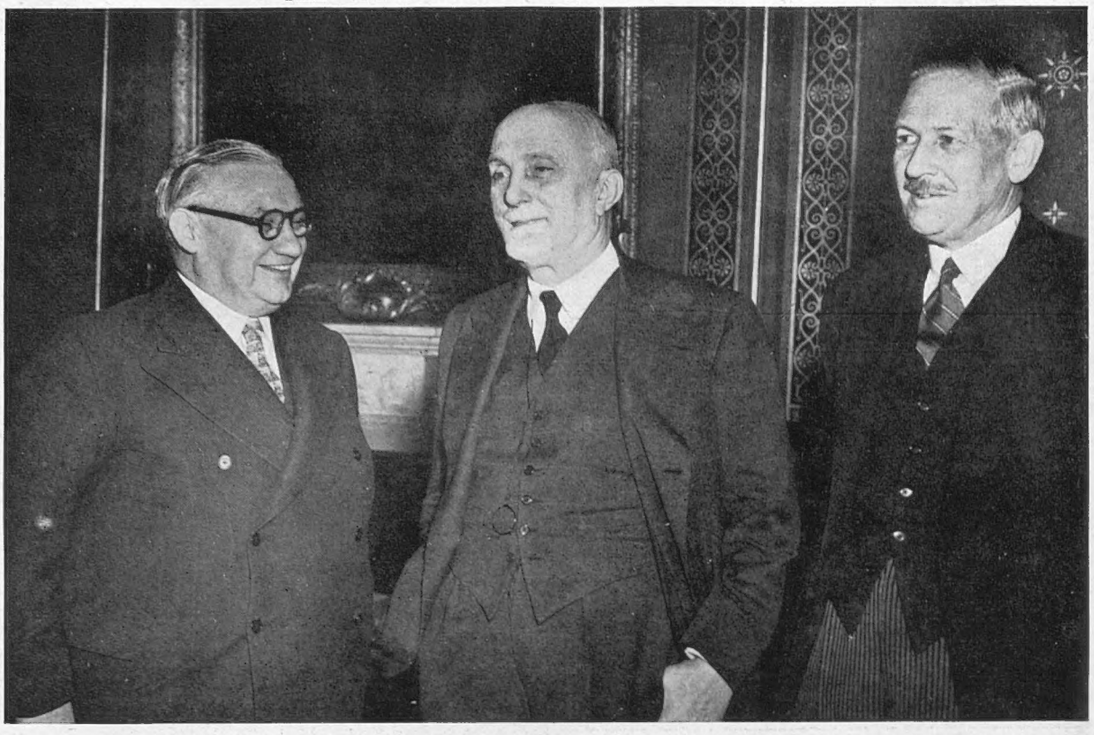
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Landslide ?—In the municipal elections of November 1 the results are remarkably like a landslide from Socialism. Reading, for instance. The industrialised capital of Berks showed unmistakably that it has had enough of Socialism. Many Lancashire boroughs, Kidderminster, Rochester, Stalybridge, Great Yarmouth, were hardly less emphatic. These Local Government elections, here as in France, have usually been accepted as clear indication of the coming trend in Parliamentary elections, and the Conservatives may be excused if they throw up their hats and cry "The tide has turned." Nor do I think the Socialists (heavily jolted over the basic petrol vote) will view the municipal returns unmoved. Nevertheless, a note of caution. It is not "all over, bar the shouting." This Government, for all its hated measures and patent failures in personnel and in planning, has not lost a single by-election, nor does it follow that the five which are now pending will reveal the clear trend of the municipal. In Parliamentary elections the character of the candidate often means more than his politics and counts more than in Local Government elections, and where the Socialists fight a Labour-stronghold constituency, they have no need to fear a loss of support . . . even now. Those who support the Government are not half the voters, but it is a very strong, obstinate and organised minority. The Opposition parties still lack cohesion and clarity and suffer from apathy. But now, indeed, the time has come for anti-Socialists to close their ranks, clear their minds, and convince the voters that they have something to offer the country not less clearly detailed and more workable and constructive than Mr. Attlee's piecrust-and-moonshine programme of 1945. Somebody said in a debate the other day: "Mr. Churchill is a master of words, but now, it seems, words are becoming his master." In a sense, that epigram carries a little more of truth than most. Quite true, Mr. Churchill, as leader of the Opposition, has a duty to pull to pieces, if he can, the Government's policy and practices. It is not his job, every time he does that, to catalogue his own nostrums. But it is true that noble and facile and persuasive phrases, if too much indulged, carry two risks: (1) The risk of contradiction in terms His fine phrases are remembered because they are fine and are often "used against him." (2) There *is* the risk that words may become the master of a master of words, and become a substitute for constructive thought and action. The municipal election results cry out to the Opposition to-day to get down to brass tacks and to ration the cackle. For I think the people at last *want* to be free. A majority has at last discovered that their fetters have increased, are increasing and ought to be diminished.

Purge.—The House of Commons last week took measures of no-party nature to reassert its opinion that politics is a "higher profession" and calls for all the dignity and high sense of honour which the noblest of the higher professions profess and enforce. It was time enough. But it is necessary to distinguish between two types of "unparliamentary"—that is, dishonourable—conduct. Breach of privilege is one thing, which the House is right to visit with grave displeasure and penalty. Members of Parliament may (like you and me) outside Parliament fall from grace and standards of common honesty, and they sometimes do. There the law takes note of their offence and may send them (as it may send you and me) to prison. The Parliamentary delinquents under both categories are not of one party. In our lifetime we have known scandals or derelictions from common or higher standards of honour which have involved Conservatives, Liberals and Socialists, and, according to the gravity or nature of their offences, they have faded out of politics or returned or remained to redeem their fame. That is as it should be. No profession can claim a 100 per cent. membership of angels. It remains to underline, and to enforce whenever possible, the principle that membership of Parliament should require the very highest standards of three virtues, honour, dignity and good manners. We can leave the first now to the law or to the clear disapproval and sanctions of the House. The other two virtues are not so easy to maintain, enforce or even inculcate. And to-day they have fallen to a low ebb indeed. Proceedings in Parliament (as reported) often read like a schoolboy debate in a nightmare Do-the-boys Hall. Historic figures, elder statesmen of world-wide repute, Right Hon. and Hon. Gentlemen, too often become involved in dog-fights and gutter-fights in which such gutter words as "liar," "tripe," "rot" and "shut up" are freely bandied. It is not edifying and does not enhance the dignity of Parliament, about which most members for ever prate. It may be argued it was ever thus in times of controversial legislation. It is true that Gladstone and "Dizzy," or the Reform Bill adversaries of 1832, trounced each other with even more bitter words, but those words, deplorable as they often were, read at least less *gamin* than those of to-day. It is true that, in Latin countries, the Parliament men throw inkpots as well as insults, and fight with fists. We in England claim to be calmer, more dignified. But if our own House asserts privilege and maintains it, it should remember that privilege carries responsibilities and that these include a considerable measure of dignity and restraint and good manners. *Quis custodiet ?* If Parliament doesn't give a lead, who will guide our nation back to standards of common honesty, honour, dignity, decency and good manners ? In these standards we continue to decline. They never stood so low in my lifetime.



COUNT SFORZA'S VISIT TO LONDON—THE START OF A NEW CHAPTER IN ANGLO-ITALIAN AFFAIRS: Mr. Ernest Bevin at the Foreign Office with Count Sforza (centre), the Italian Foreign Minister, and Count Zoppi, Chief of the Political Department of the Italian Foreign Ministry. Count Sforza's visit to London was concerned essentially with Italy's grievances over the Peace Treaty, but he was able to lay his views before Britain's Foreign Minister on a status of equality and not as the representative of a defeated nation. During his visit to London Count Sforza was the guest of honour at numerous functions, and he addressed the Foreign Press Association lunch at the Savoy. As a result of his long sojourn in America during the Fascist regime Count Sforza speaks fluent English. One commentator states that the Count's monocle "is a useful adjunct to his oratory. He seems to be able to eject it from his eye straight into his waistcoat pocket." Count Sforza was Foreign Minister after the First World War

Sound Sense by a Socialist.—Mr. A. Edwards, Labour M.P. for Middlesbrough East, dropped a pearl of wisdom on the floor of the House, where I fear it will suffer the neglect which comes to pearls cast . . . in an inappropriate place. He was opposed to the nationalisation of steel and welcomed its deferment. "One of the mistakes my colleagues make is to think that by proving the case against Capitalism, they are proving the case for Socialism. It is a profound mistake. It is foolish to suppose that this country is converted to Socialism. It has not had time to try it." That is as wise a saying as I have read from Parliamentary reports these two years, and it is worth pages, chapters, *books* of Opposition thunder and bludgeoning. He made other trenchant comments on bureaucratic controls, which he summed up as "no joke." There are (he said) young ladies in charge of vital departments. One (a very charming girl) was responsible for holding up for eighteen months a new type of machine vital to our industrial revival. I cannot speak to the accuracy of this assertion. We can all cite examples from our own experience of untrained "charming girls," lacking the knowledge and experience to make decisions, fettering and obstructing our lives merely to mark time and defer decision. Pushing out "literature" is the first expedient. "The way to stop being ridiculed is to stop being ridiculous." That was the last of Mr. Edwards' pearls, and he deserves a record. He is a La Rochefoucauld come to judgment of his colleagues' failure.

The Dangers of Peace.—Accidents of a major kind often *seem* to occur in cycles. We have bouts of disastrous air accidents, railway accidents, and so forth—or so it appears; and we take coincidence—as with the weather—as if it indicated a law or system. Yet I think it is probably true that in the last six months the toll of human life, as a result of air and rail accidents, disease, starvation and civil strife, was never higher in time of peace. And always we have with us road accidents and (for years) Palestine's contribution. I wonder what statistics, if they could be obtained with any accuracy, would show over the past half-year of deaths from all these causes, civil strife, cholera and other rare epidemics, starvation, flood, cyclone, transport accidents, over the world. I think they would give us a profound shock, and convince us that after two world wars we don't (or do ?) take human life seriously. The dangers of peace just now are certainly serious. And although it is quite natural that we should be more shocked by an accident in our street than by a holocaust in the Far East, still I think that two world wars have made us more callous than our forefathers. We take our own road accidents pretty coolly.

Winter and Cold Feet.—The seasons were always *facts*, and winter is still much the same as it was at the Norman Conquest; like beer, mild or bitter, but usually mild. This year we have been granted a wonderfully kind approach to it. Drought and sunshine have kept our houses warm long after they usually grow cold without artificial aids. But now we approach the inevitable "five months hard," and those of us who are elderly cannot accept it that we dread winter only because our blood runs thin. In our youth we certainly enjoyed winter, but so did our elders in every walk of life. The cottage was always warmer than the large country house, and it still enjoys those unique advantages in these fuel-less days. My elderly forebears could enjoy winter before the wars because they came down to rooms warmed by early-lighted coal-fires and went to bed in the cheerful light and warmth of a bedroom fire. But now one must make shift with a wood-fire or one small stove, and for five months to come there lies before us the prospect of keeping just sufficiently warm to be able to perform the necessary functions of making one's brain work and one's fingers hold the pen.

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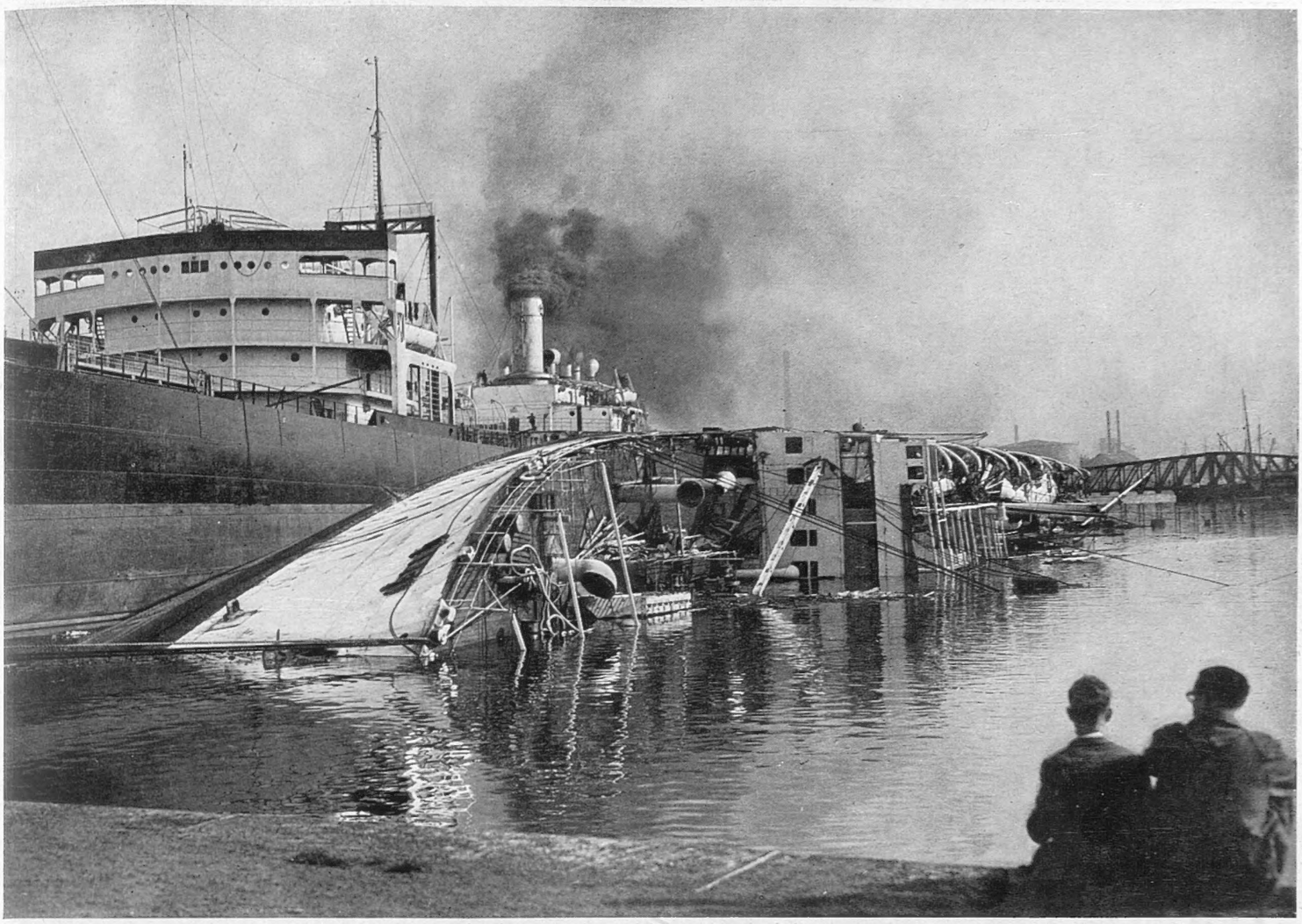
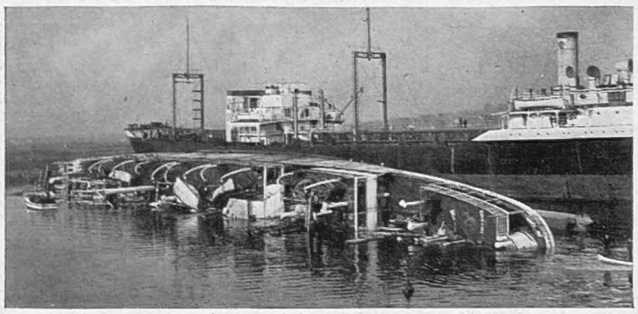


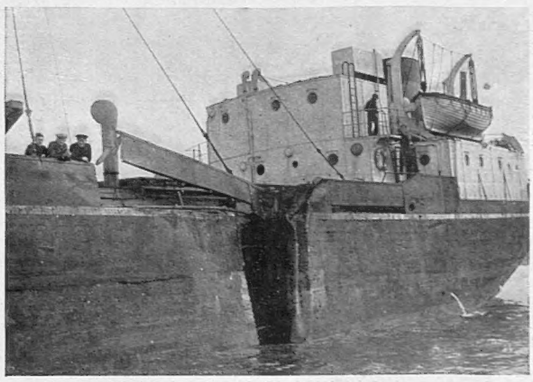
THE WRECK OF THE S.S. "MATRONA": Ten members of the skeleton crew of this 8,000-ton Greek liner, formerly the Elder Dempster liner "Aba," crawled on planks to an adjoining tanker just before their vessel heeled over and capsized in Bidston Dock, Birkenhead. She is now lying half-submerged on her port side with her propellers in the air. The incident is being investigated by Dock Board, Ministry of Transport and Board of Trade officials. The "Matrona" was being converted into a cargo-passenger ship. Until recently she had been serving as a hospital ship

SHIPPING IN DISTRESS

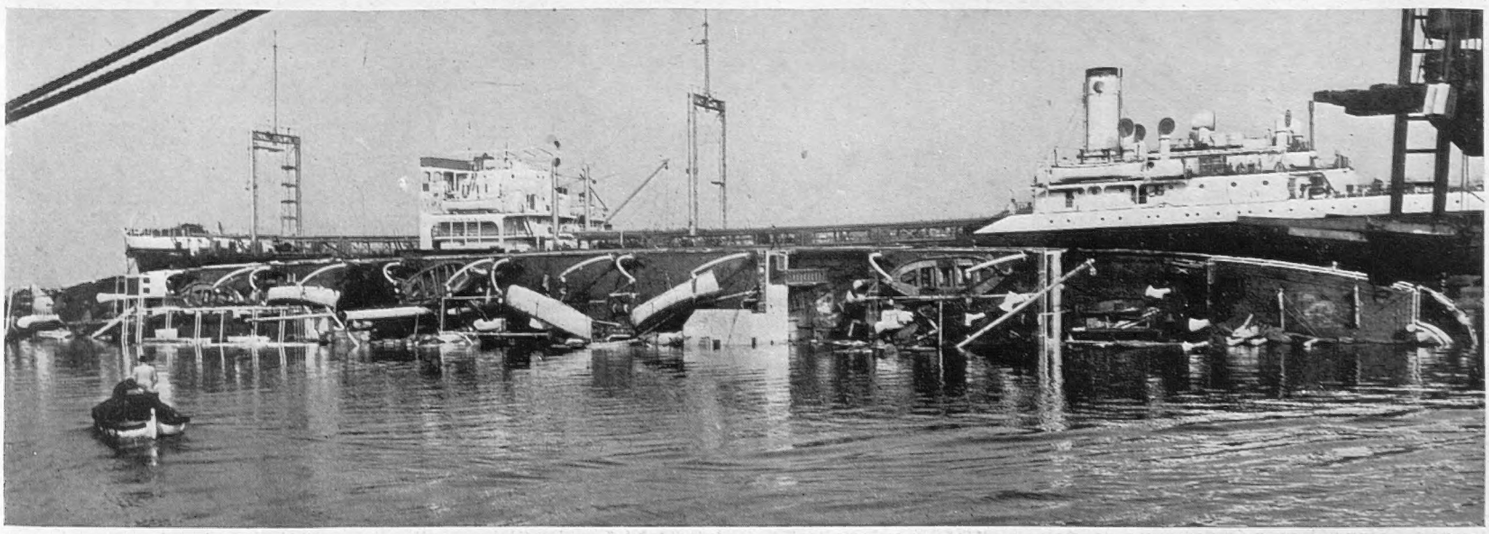
On Thames-side and Merseyside



SETTING A PROBLEM FOR THE MERSEY SALVAGE EXPERTS: The Greek vessel "Matrona" seen as she lay on her side in Bidston Dock, Birkenhead. She is owned by the Bawtry Steamship Company



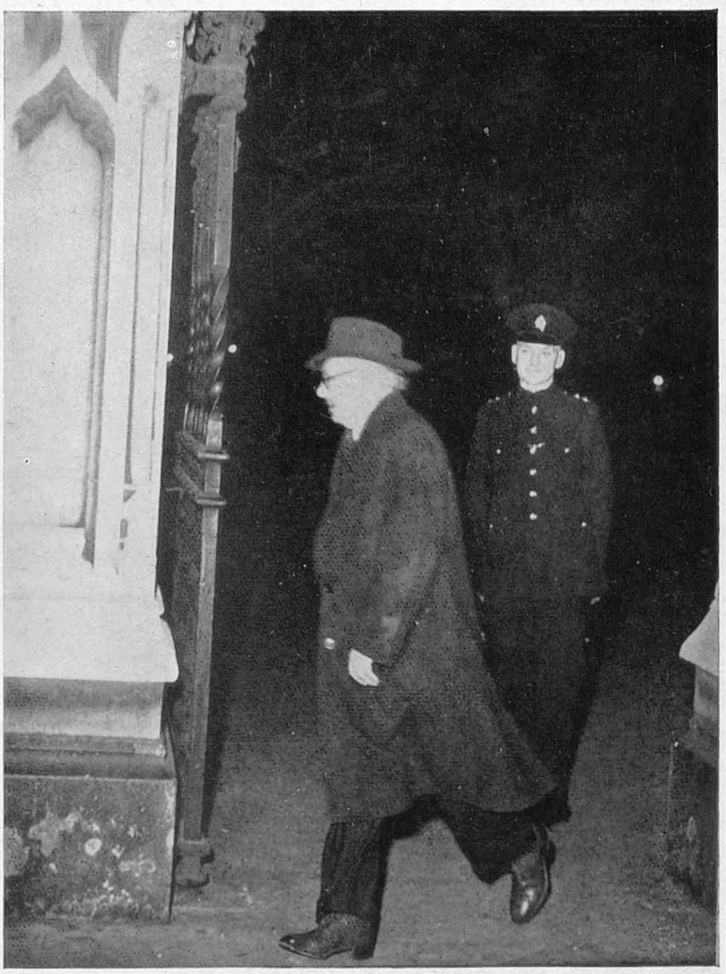
THE RESULT OF A THAMES COLLISION: This gaping hole in the side of the Tyne-London motor-ship "Edenwood" was caused when she came into collision with the 7,133-ton "Fort Norman" off Northfleet Hope. The "Edenwood," of 1,874 tons, was beached and refloated



MOORING ROPES AND ANCHOR CABLES COULD NOT HOLD HER ON AN EVEN KEEL: Another view of the "Matrona" after the capsizing on Merseyside. As soon as it became obvious that she would turn over, the evacuation of her skeleton crew was ordered, but it was touch-and-go as they dashed for safety to the tanker seen in the background of this picture. The Board of Trade investigation was instituted almost immediately by officials on the spot

THE BENELUX CUSTOMS UNION IS RATIFIED IN BRUSSELS : Baron Slooten, the Dutch Ambassador to Belgium, M. Paul Spaak, the Belgian Premier, and M. Robert Als, the Luxembourg representative, seated at a table at the Foreign Ministry, Brussels, as they signed the documents proclaiming no tariff barriers between their states and a common tariff barrier in respect of the outside world. Belgium, the Netherlands and Luxembourg are acting jointly as the Benelux group, and they have fixed November 10 as the date of the first meeting at which a study group shall meet to explore the full economic and social implications of union

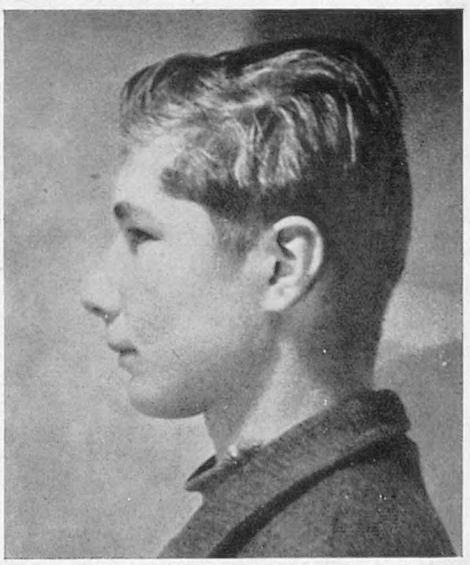
FOURTEEN PEOPLE WERE INJURED WHEN THESE TWO BUSES COLLIDED DURING THE RUSH-HOUR : The accident took place at Pembridge Road, Notting Hill Gate. Glass was shattered in both buses, and as it showered down some people were cut on the face and hands. A workman had a narrow escape when the 31 bus hit the wall on which he was working, knocking part of it down. The injured were rushed to St. Mary's Hospital, Paddington, and Paddington Hospital, Harrow Road



THE EXPULSION OF MR. GARRY ALLIGHAN FROM THE HOUSE OF COMMONS : This was the scene as the Labour Member for Gravesend was ushered out of the precincts of Parliament by a police officer after he had been expelled by a vote of the House. Mr. Allighan had earlier in the evening expressed his humble apologies to the House, withdrawing all the unfounded imputations he had made against Members. Mr. Allighan's expulsion for "gross contempt" creates a vacancy in the House, and there will be a by-election at Gravesend. Mr. Allighan has also resigned from the Labour Party

MR. ALLIGHAN IS USHERED FROM PARLIAMENT

Martin Bormann's Son is Found: Deadlock in the Danish Elections



WHEN DID HE LAST SEE HIS FATHER? This is the question American counter-intelligence authorities are asking Martin Bormann, Jnr., seventeen-year-old eldest son of the Deputy Führer, who has just been found working on a farm near Berchtesgaden. All that the boy would tell his interrogators on first being questioned was that he had not seen his father since December 1944. He says his brothers and sisters are all living in Italy

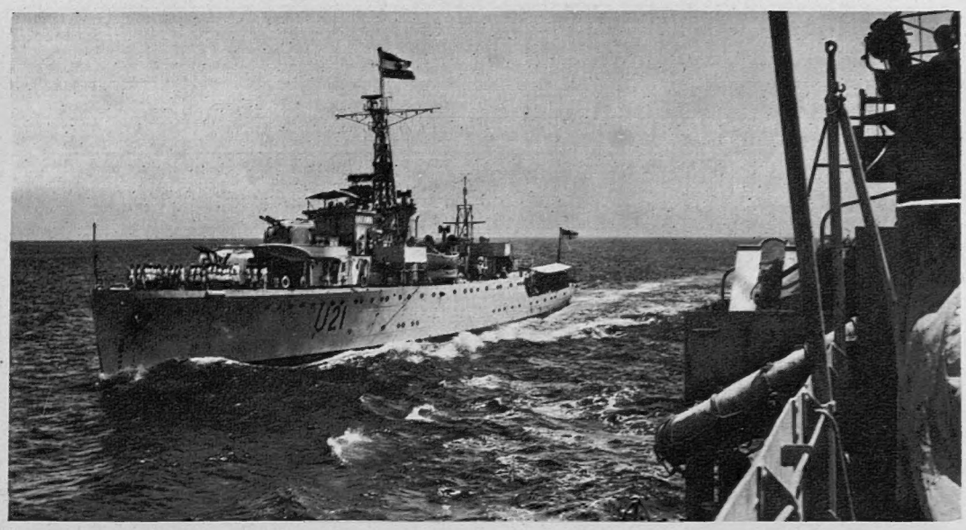
On left—**WAITING TO HEAR THE DANISH ELECTION RESULTS : A view of the crowd which gathered in the City Square, Copenhagen, on the night of the poll to hear the returns in the elections for the Lower House.** They have resulted in a rather confused situation. The two big opposing parties, the Agrarian Party of Hr. Kristensen, the Prime Minister, and the Social Democrats, both made considerable gains, while all the smaller parties, except one, lost heavily. Neither of the parties can hope to form a government with a clear majority

INDIA AND PAKISTAN IN A TUG-OF-WAR for KATHIAWAR

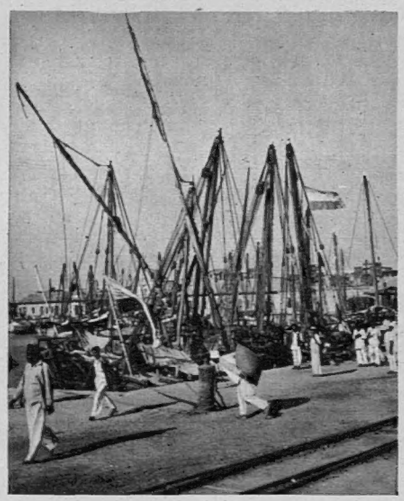
Pandit Nehru Sends Troops to the Seaboard States Which Are the Centre of a Violent Dispute

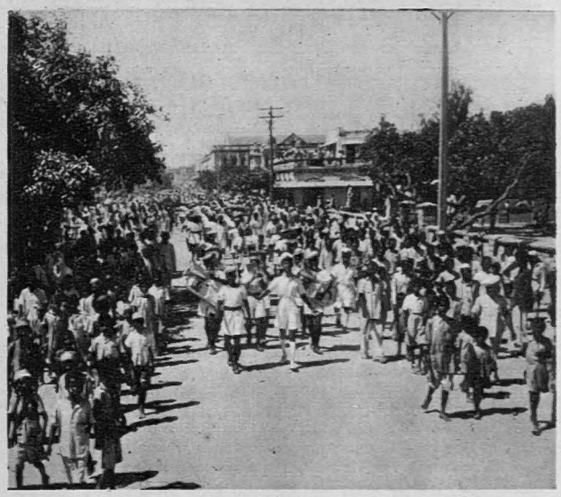
WELCOME TO JAFARABAD : Khansada Sidi Yakut Mohamed Khan (left), chief of the town, shakes hands with Major Rattan, the Indian Army officer who landed troops at Jafarabad, one of the west coast states in the Kathiawar peninsula involved in the present tug-of-war between Pakistan and India. The Indian troops were sent to the scene in order to give reassurance to the Hindu population of Junagadh, which has acceded to Pakistan despite the fact that it possesses a Muslim minority

The tangled skein of political affairs in the Kathiawar States on India's west coast is typical of the confusion throughout the sub-continent, as the new and sorely-tried Governments of Pakistan and India fight for the adhesion of individual States. The situation in Kathiawar is both difficult and delicate, for Junagadh has for long enjoyed formal precedence among the west coast peninsula States, and its Muslim dynasty has been accustomed to receive a nominal annual tribute from many neighbouring Hindu rulers. In turn Muslim Junagadh has itself paid tribute to the Hindu rulers of Baroda. While Britain remained paramount, jealousies and disputes were kept in bounds, but now they have resulted in this tug-of-war. When Junagadh acceded to Pakistan, despite its Hindu majority, two of Junagadh's feudatories, gladly embracing the opportunity of asserting their independence, acceded to India. Both Indian and Pakistan troops have since entered Kathiawar, and although at the time of writing they have avoided clashing, the possibilities for the future are deeply disturbing. The pictures on this page show the arrival of the Indian military and naval forces, their declared purpose being to keep these local troubles under full control



H.M.S. "JUMNA," FLYING THE SAFFRON, WHITE AND DARK GREEN FLAG OF INDIA, EN ROUTE TO THE PORT OF JAFARABAD IN THE KATHIAWAR PENINSULA : This picture was taken from the deck of H.M.S. "Kistna" shortly before the two vessels entered port bringing with them troops to watch over the interests of the Hindu population in an area that has become the centre of bitter dispute. The Government of India had only a few hours before announced that it could not accept the accession of Junagadh State to Pakistan. The accession was proclaimed by Junagadh's Muslim ruler, and it has now been suggested that the issue in Kathiawar should be settled by plebiscite under impartial auspices



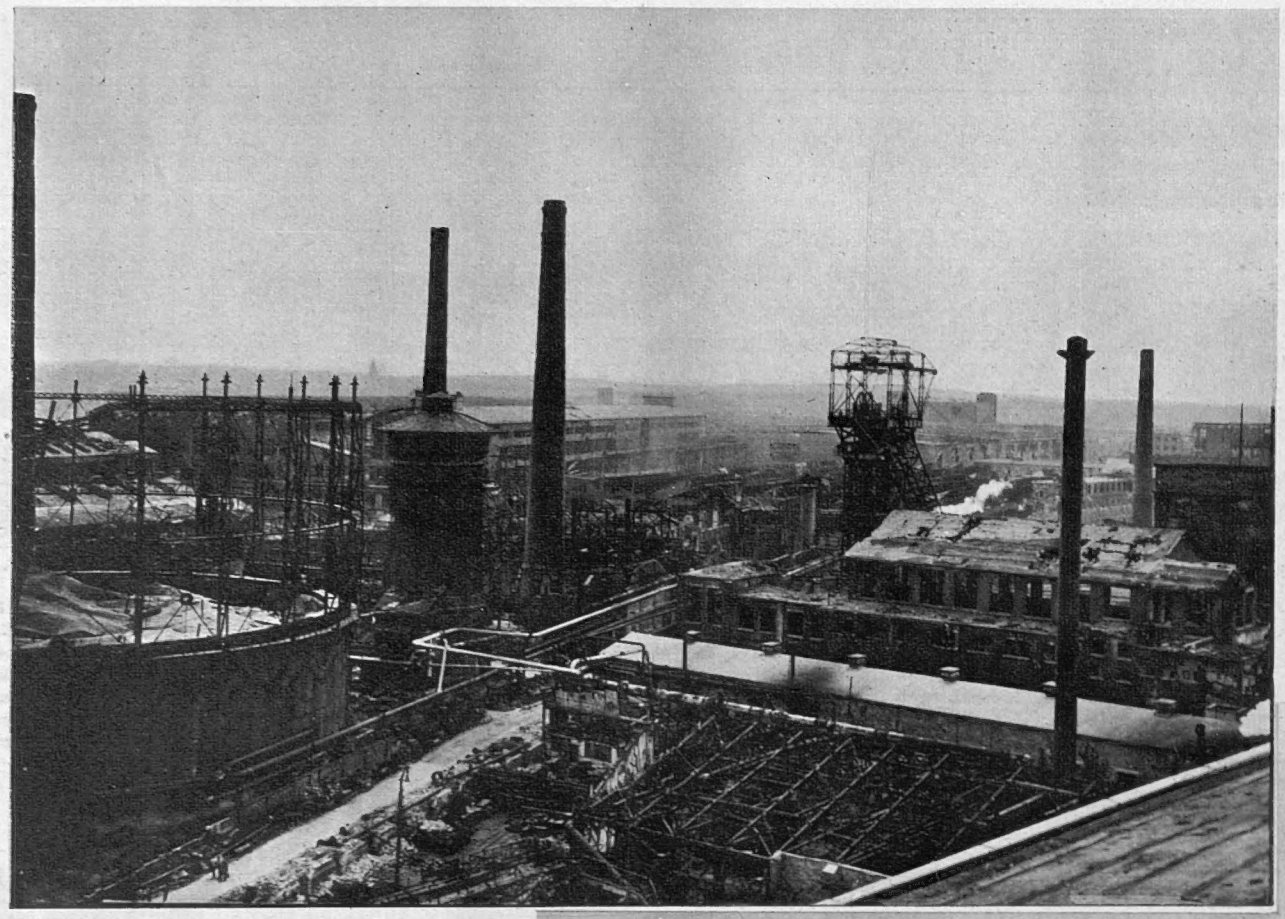


PORBANDER, SCENE OF ANOTHER NAVAL AND MILITARY LANDING : *Left*—Fishing-boats in the harbour, and (*right*) a Royal Indian Naval band marching through the streets to reassure the Hindu population

D-DAY AT JAFARABAD—INDIAN DOMINION TROOPS RUSHING ASHORE FROM A LANDING-CRAFT WHEN THEY ARRIVED ON THE SOUTH COAST OF KATHIAWAR TO MAINTAIN LAW AND ORDER : The landing was peaceful enough and has probably prevented serious trouble in the Kathiawar States. The Government of India clearly has no intention of settling by force the issues in Kathiawar, and both the Indian Government and the Government of Pakistan have outlawed war under the terms of a recent joint declaration. Even so, despatches from Kathiawar continue to bring disturbing news as rival volunteer forces are recruited

DISMANTLING GERMAN INDUSTRY

The British Programme is Put into Force in the Ruhr and Berlin; and Evidence of Russian and American Activity



On left—**THE RUIN THAT IS ESSEN: An overhead view of a section of the great Krupps works which was so badly bombed during the later stages of the war and is now being stripped of all its essential machinery. The dismantling of all Category I plants is due to be completed by June 1948. It is causing the deepest resentment throughout the Ruhr and in Berlin**

Below—**DEVASTATION AS FAR AS THE EYE CAN SEE: Another view of the Krupps works. For generations the people of the Ruhr have been dependent upon its continuous and expanding output**

Britain to-day is in the midst of a vast dismantlement programme in Germany. Altogether 682 plants are scheduled for dismantlement, and 302 of them are in the first category; that is to say, they are essentially war factories. So far fifteen plants have been dismantled and ninety-nine are at present being dealt with, involving a total of 50,000 men out of a population of 23,000,000. Those are the facts which have caused the gravest concern in Berlin and the industrial Ruhr. When Lord Pakenham recently visited Dusseldorf to explain and justify the programme he met with a chilly reception. German political and trade union leaders cannot complain that Britain regards the dismantling programme lightly, however, and last week's debate on the subject in Parliament, when Mr. Bevin made a sturdy and forthright reply to questions and criticism, showed that Britain has genuine concern for Germany's welfare and for the contribution that Germany may make towards the general reconstruction of Europe. The Foreign Secretary made it plain in his speech that Germans are entitled to know where their future lies, and it seems evident that one day she must regain a fair level of industrial output, for she has lost to Russia so great a part of her corn lands that she cannot hope to subsist on her own as an agricultural nation. Mr. Bevin has indicated that he wants to get "this reparations business" over, fix the new level of industry, and "start off clean in Germany." He fears, however, that while the dismantlement is going on, disaffection may become acute and that might be just the sort of chance Moscow is waiting for to dabble in West German affairs to her own profit. Both Russia and the United States have similar programmes, and the pictures on these pages show dismantlement in all three zones

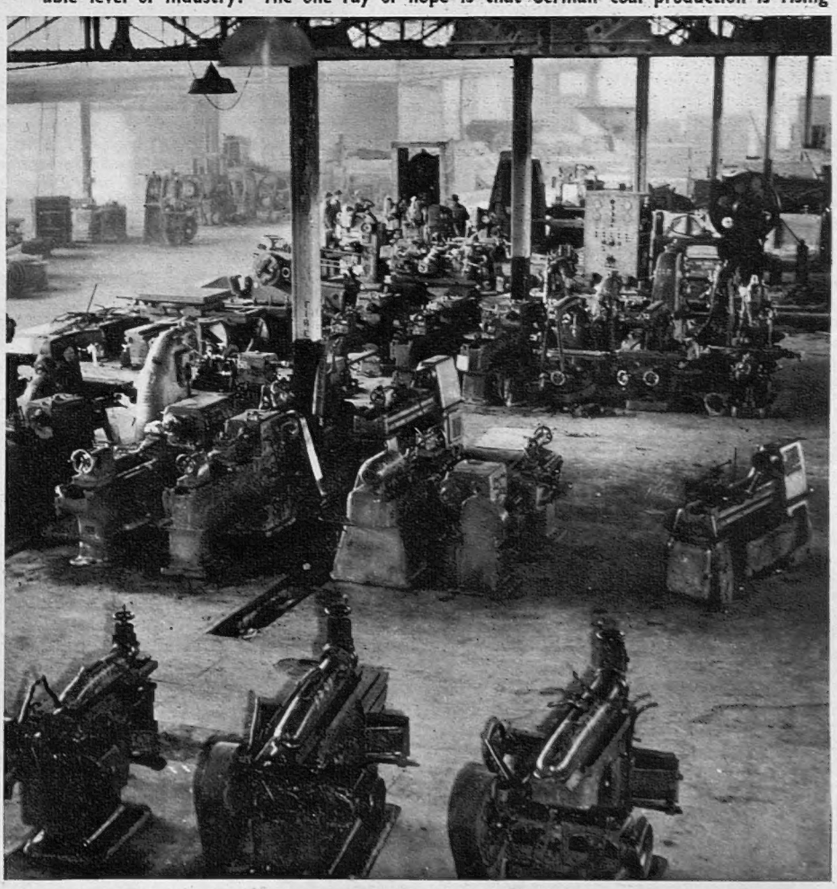
MACHINES STILL STAND INTACT AMID THE WRECKAGE OF THE KRUPPS PLANTS: Two interior views of the much-bombed factories at Essen, where German workers, under British supervision, are now dismantling the equipment and preparing it for export under the terms of the Four-Power Agreement. In the House of Commons last week Mr. Bevin stoutly defended this policy. At the moment war plants are being dismantled, but later on other plants will be involved. Wherever practicable the buildings will be converted for use as dwellings. The German attitude towards the dismantlement plan is reported to be hardening

AN EXAMPLE OF RUSSIAN DISMANTLEMENT: This is the large assembly room of the Spandauer Steel Corporation plant in Berlin. All the machinery was removed by the Russians in May and July and shipped to the Soviet Union as reparations under the terms of the Four Power Agreement. During the war the plant produced tanks

THE GERMAN PEOPLE HELP THEMSELVES: Roofing tiles being removed from a works on the outskirts of Berlin. The Allies have given permission for these tiles to be used in house-construction, and they are proving very useful in repairing damaged Berlin houses for occupation during the approaching winter. The men are seen erecting a runway in order to take the tiles to ground-level

THE SILENT SPANDAUER WORKS NEAR BERLIN: On the left is the smoke-stack of the smelting plant. On the right is part of one of the main shops which suffered damage in an American daylight raid on Berlin. The Spandau district gave its name to the German quick-firing machine-gun which proved such a deadly weapon against ground forces. Strangely enough, the town was the storage place for £6,000,000 in gold exacted by Germany from France in 1871

EQUIPMENT FROM THE MESSERSCHMITT WORKS AT AUGSBURG IS DESTINED FOR THE FAR EAST: This crate, being placed on a lorry for transport to Antwerp, is addressed to the Director of Supplies, Bombay. Most Germans are now saying, "where will it all end?" Up to a point they have been reassured by Mr. Bevin's latest pronouncement, but many of them feel that it will take a generation and more to reach any reasonable level of industry. The one ray of hope is that German coal production is rising



THE NOW IDLE MESSERSCHMITT FACTORY AT AUGSBURG: Rows of machinery removed from its mountings and ready for crating and transport. The German critics of the Allied policy claim that much of this equipment could be put to peacetime employment, but the Allies are taking no chances. There were numerous raids on Augsburg during the war, including a British daylight raid which did much to shake German morale

RAMADIER RIDES ON DOWN THE MIDDLE

With Thorez on One Side and de Gaulle on the Other the Problems of French Socialism Multiply

By FERDINAND TUOHY

THE bell clangs and the small field is off to an uneven start. Communism (Thorez up) makes to hug the rails on the "popular" side of the course, while Republican Rally (de Gaulle) appears in no hurry on the grand-stand side, and this allows Socialism (Ramadier), smallest of the three, to be off and away down the middle.

The public registers surprise, but quickly recovers. "He can't keep it up!" "He won't last!"

They may be right. The race may be over already. Yet how many times has the same thing been said about Paul Ramadier since he took the reins from Léon Blum early in the year in a France that hardly knew his name—that name which produces such exquisite throatiness from B.B.C. announcers! Let us observe this greatly resistant Premier while we may, lest he be whisked from view, sandwiched between more puissant forces, as seems to be the fate of Socialism.

Ramadier is of bourgeois upbringing and was born in Decazeville, called after that Duke-Premier of another political persuasion, and apt to be known to members of the now-defunct G.B. tribe whose route lay between the Dordogne and the noble town of Rodez. The young man was budding as a small-town lawyer in his *pays* when 1914 carried him off to the fields of war at the age of twenty-four. But fate was kind. After seeing it through in the infantry, Ramadier returned to Decazeville wearing the highest decoration a corporal could win—the Medaille Militaire.

It helped him with his practice of law, as these things will, in France, and by the early '30's Ramadier was Mayor of his home-town and Deputy for it in Paris, where he was to become known to the Socialist leaders as a hard-working, conscientious committee man. But no one paid attention when Blum made him a junior Minister before the war, nor when he was promoted on its eve.

Ramadier was one of the eighty Deputies who refused to accept Pétain at Vichy in 1940, which meant that he had to watch out for the duration of the Occupation. His manner of doing so was by practising resistance under the camouflage of Mayor. But his name meant nothing to the public when he was appointed Food Minister in one of the early Liberation Cabinets. It was nearly the most important post, and French people queried: "Ramadier? Who is he? He doesn't lack courage!"

They are still saying the same thing. Ramadier lasted six months at Food and left in an atmosphere of unpopularity and failure; but this didn't prevent him bobbing up in subsequent Bidault and Blum Governments, and finally, to the amazement of all, as Prime Minister in succession to Blum. President Auriol did that. The Supreme Magistrate believes in Ramadier, as he believes, also, in de Gaulle, though in a different manner from the fellow-feeling he has for a brother-Socialist.

Since early this year Ramadier has had as sticky a job as any French Prime Minister in a long while, which is saying a good deal. Governing as a member of a minority Party, he has been confronted day in and day out by problems which are insoluble as long as they are wilfully produced by a people who, quite frankly, have been out of control. Problems of food and the black market, of dwindling bread through drought, of inflation and fresh wages demands, of peasant versus town, of strikes, of tax evasion, of scandals in administration.

But Ramadier, the man from nowhere, has ridden on down the centre, showing guts and believing in his Socialist star, though flanked by a pair whose prestige rises canyon-like on either side of him. "The Brothers of Lille," microcosm of the world-wide conflict and bid for power—Thorez and de Gaulle.

This Socialist Premier has not done anything to put people's backs up. He has introduced no controversial legislation. The dire necessity of such measures as he has brought forward has been plain for all to see. The nationalisation was done before him, much of it by de Gaulle. Foreign affairs he left to Bidault. Himself concentrated on trying to iron out the heart-breaking difficulties, obstructions and collisions on the home front, which marked every twenty-four hours, for nineteen of which Ramadier has, as a rule, laboured. In this he has by common accord shown unexpected firmness, shrewdness, suppleness in negotiation, an unlimited patience, and a degree of sustained energy seldom met with in a man bordering on sixty.

Energy, courage, tenacity. They are not bad words to be remembered by.

The Ramadier energy has become a byword and is rendered possible only by a fine physique. Small and strongly-built, this man has a healthy countenance which, with its trim little pointed beard, tells how completely alive the subject is. He thinks nothing of working—sweating—fifteen hours on end in Paris and then dashing off to address a meeting at the other end of France, and being back at his desk before lunch on the following day. He accounts for it by saying that he sleeps quickly and needs only five hours. But how does he find time to eat? His friends don't know.

The Ramadier courage was shown once and for all when he told the five Communist members of his Cabinet to get out and he 'd take the consequences. It was the first serious biff that Thorez, Duclos *et Cie* had received, and indubitably it led on to the defeat the Communists have just sustained at the municipal but all-important polls.

Outside the Government (against Uncle Joe's strategy) the French Communists didn't know quite what to do, and they did the wrong thing by unleashing strikes and patently instigating further despair and insecurity on which they feed. An enormous amount of French people are fed right up with such goings-on. They may thank Ramadier for having delivered the first practical stroke.

As for the Ramadier tenacity, we see it in his remaining in office against all likelihood, in his fervent upholding of Jaurès Socialism (and no Cryptos), and in the way in which he faces de Gaulle on the Constitutional issue. France's Constitutional issue differs from our own in that the Gaullists wish to erect a force in the Presidential Executive capable of obtaining respect from the Single Chamber, whereas Mr. Attlee has set about initiating what is tantamount to Single Chamber rule.

Like so many professional politicians, Ramadier refuses to stomach de Gaulle because the General's appeal is, so to speak, extra-constitutional.

What a pity that two such stout customers as the General and Ramadier cannot fit in together. They helped one another intelligently in the recent decisive elections by supporting each other's candidates to keep the Communist out. This wasn't general, but it shone forth.

Ramadier must know well that if the Gaullists weren't there in strength, the Communist spell could not be broken, and that a revolution could not be averted, in which the Socialists would disappear as Kerensky disappeared after the Bolshevik revolution.

It can even be advanced that de Gaulle and Ramadier are complementary to one another in the thing that matters next after the repulse of Communism. Ramadier would address himself to the basic economic issues, the strengthening of controls and halting the fast-widening gap between wages and prices. It was precisely over such issues that de Gaulle failed lamentably when he was in power—a failure brought about by his giving them a very poor second place to France's grandeur and Constitution.

The best one can look for, apparently, is a Gaullist-Socialist standing together in all questions of foreign policy where Soviet Russia is concerned, and occasional cohesion in domestic issues and crises where these have manifestly arisen as a result of Thorez toeing the Kremlin line. But in the generality of labour issues and in respect of the revision of the Constitution—No. 1 project with de Gaulle—Ramadier's Socialists should be found in much the same camp as the Communists.

Ramadier says he wishes to maintain an even keel in governance, avoiding the extremes of Gaullism and Communism. (I started R. on the racecourse and now he is yachting.) The retort is that his is merely a caretaker Government waiting on the General's pronounced sense of timing. The danger is that the ones who stand to gain by future Gaullist-Socialist strife are the Communists, who are very far from laid, merely exposed.

They will go at it with intensified ingenuity after a "shot" from Moscow and have all the funds, having never handed over the large amounts dropped on them during the Resistance. They will redouble their attempted seduction—and corruption—of France's 20,000,000 peasants through their remarkable *La Terre*, which has a circulation of 800,000. Every time Ramadier conjures de Gaulle as a would-be totalitarian dictator, he will be presenting recruits to Thorez, from his own ranks chiefly.

It is following the *Pravda* line to identify de Gaulle with Fascism. Nothing that he has yet done deserves this stigma. As in his London days, he wants a strong Presidential Executive modelled on that of the White House, and now he has added a demand for the British majority system in elections. He says he will only work through a popularly sanctioned Constitution.

During his term of power he alienated the real French Fascists by jailing their friends and relatives, and likewise he offended many of the rich and parasitical by nationalising basic industries.

Yet a danger does lurk, and ex-Premier Reynaud touched upon it when he admitted that the Gaullists include former followers of Pétain and other extreme Rightists. That was before the General's recent victory. More of the same kidney will climb on his band-wagon now, and all will bring pressure to bear should Thorez invite a revolutionary showdown by launching a general strike when de Gaulle assumes power.

That strike would be Politburo-ordained. Logically, Ramadier should oppose it. The Socialism of Jaurès still has a big part to play by giving the minimum of opportunity to Communism during the business of opposing de Gaulle, and of containing the latter when its leader dreams too vividly of First Consul and Prince-President after a full day with Communist belabouring of the country, egging on by ex-Vichyite supporters, and his own temperament.

M. RAMADIER FACES THE CRISIS: The French Premier (left) leaving the Élysée Palace after an audience with President Auriol, at which he presented his new and more compact Cabinet. He explained that his newly-formed Government represented neither a change of programme nor of politics, but sought to govern the country in face of the opposing threats to national unity offered by the Communists and the R.P.F. of de Gaulle

MOBILE POLICE SQUADS CLEAR THE AVENUE WAGRAM: This battle took place in the fashionable Étoile district of Paris during the French political crisis last week. Several thousand Communist-led demonstrators sought to stop a meeting organised for the benefit of "peoples oppressed by the Soviet Union." Shortly before 9 p.m. the demonstrators rushed the police lines and succeeded in breaking through two cordons. They then massed before the Salle Wagram singing the "Internationale" and shouting "de Gaulle to prison," "Down with the Fascists," and "Ramadier to prison." M. Gillon, Communist mayor of Saint Denis, wearing a French Tricolor as a sash, climbed a lamp-post and began addressing the crowd. His activities were cut short by the police

TRYING OUT THE NEW SELF-PROPELLED FLOATING SEAPLANE DOCK : A clipper entering the new berth during recent trials by the United States Navy. The berth is built of pontoons, and it has a bell-mouthed entrance, permitting ease of entry. Partly-inflated tyres protect the fuselage, and water jets on each side of the entrance push the plane into a central position. In choppy seas the dock can prove of tremendous help to the pilot, as the entrance can be turned to face the plane

The MOBILE SEAPLANE DOCK

Successfully Tried Out in the United States

HOW A SEAPLANE IS GUIDED INTO ITS MOBILE DOCK : Powerful water jets placed at the entrance are intended to deflect the clipper as it noses its way into the berth and also ensure that the fuselage is kept straight within the docking space

Seaplanes may hold an advantage over land craft in that all the sea is their landing-place, but when wind is against tide and seas are choppy, the seaplane pilot has an unenviable task in manœuvring his plane into dock. Now the United States Navy Bureau of Yards and Docks has found a means of combating the problem. Instead of bringing the seaplane to the dock, the dock is brought to the seaplane. Built of pontoons, the dock operates along a 600-yard submerged cable. The bell-mouthed entrance and the tyre-protected dock sides make the whole operation of entering and leaving supremely simple, and the water jets keep the plane steady during the manœuvre. When a seaplane is about to take off, the dock is brought round into the wind and is held there by the cable until the aircraft starts its taxi-ing run. These docks also have their uses for repair work, and can be pumped high in the water in order to allow of a full hull inspection being carried out. When Britain develops her great flying-boat base it is obvious that equipment of this type would obviate many of the current difficulties of embarkation and debarkation

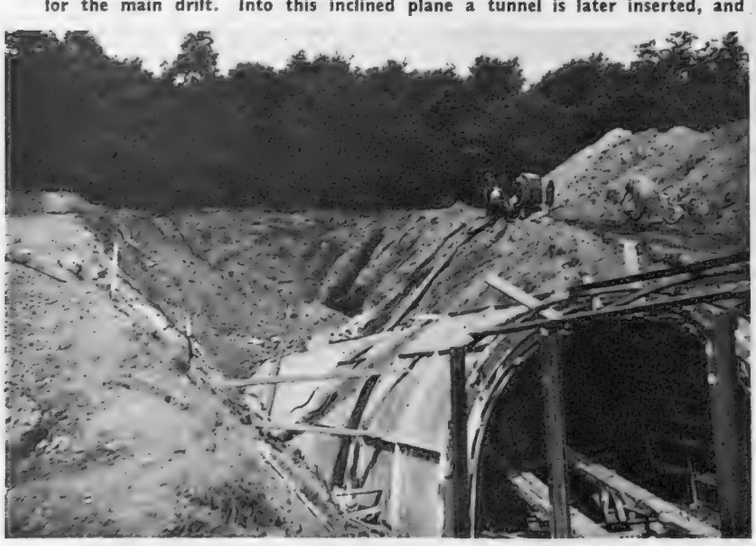
DRIFT MINES will Yield MORE COAL

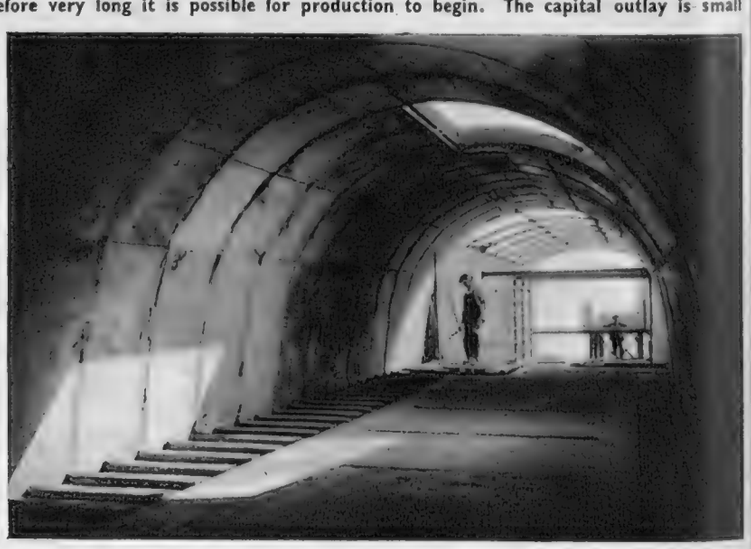
The System, and How It Operates

A SYSTEM WHICH WILL YIELD AN ADDITIONAL 3,000,000 OR 4,000,000 TONS OF COAL A YEAR : A tunnel lining driven into the ground at the Yew Tree Mine, Essington, near Bloxwich, Staffordshire, where open-cast mining operations have been completed and work has now started on drift mining. Drift mines, which can be brought quickly into production, are established where the coal near the surface slopes away to a big depth of overburden. The technique, long known in America, has been adopted by the National Coal Board with the object of quickly raising additional coal. The workings are simple, an inclined plane being run into the ground until a seam is reached. Underground working is then started, and, with the help of a conveyor belt running the length of the drift and of mechanical cutters, a high rate of output is possible

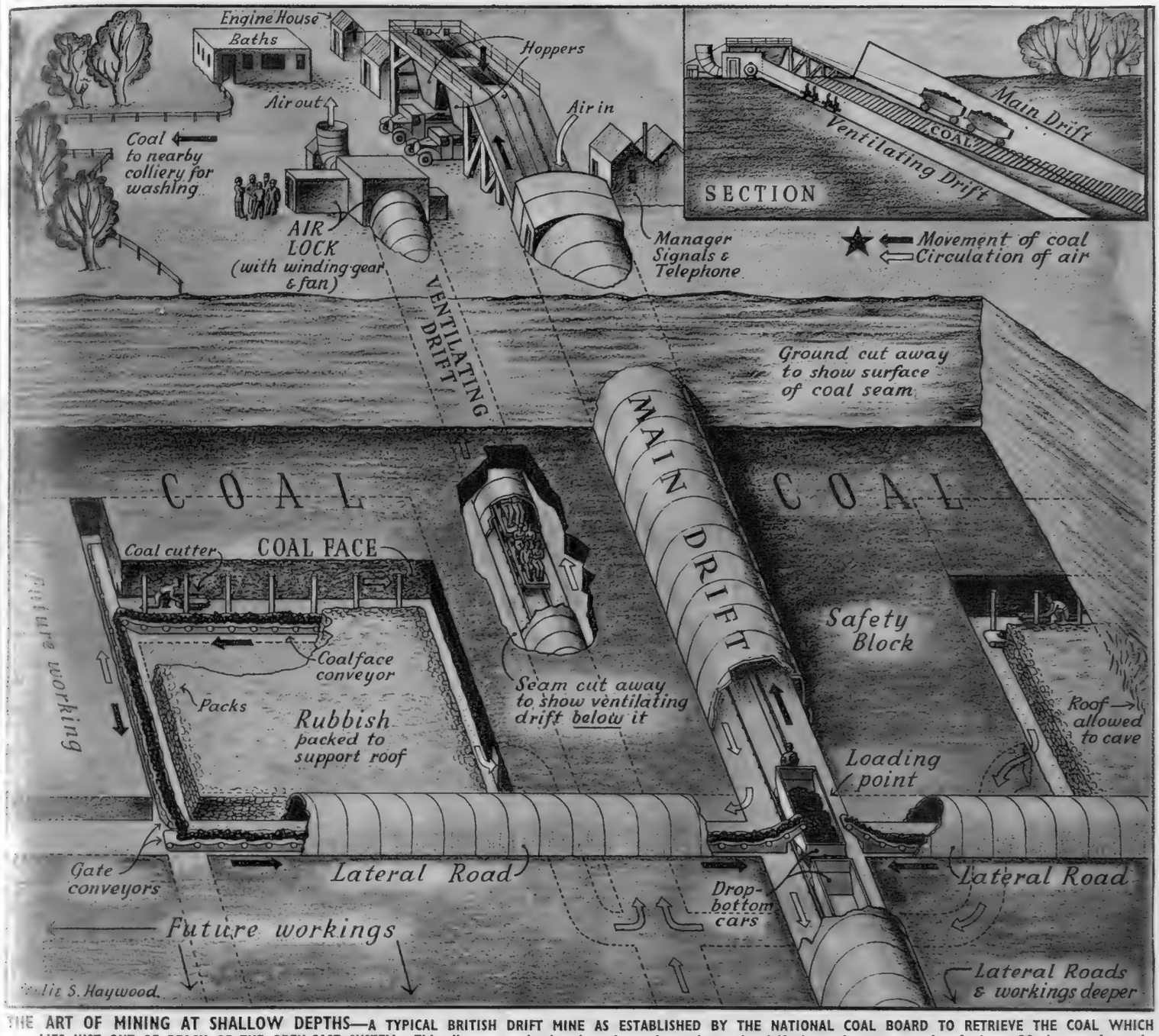
The National Coal Board has a long-term and a short-term programme. The latter is designed to meet the pressing needs of the nation, to keep industry at full stretch, and includes open-cast mining, which has already yielded immense results, though at dire cost to agricultural land, and drift mining, a technique now on the verge of vast developments throughout the country. This development of seams lying at shallow depths, but just beyond the reach of the open-cast system, is highly promising. In Scotland thirty or more small drift mines are under development, and all should be producing a daily output of 400 tons each by the end of 1948. There are even larger drift mines in the Yorkshire area, and by the end of 1948 some of these should be producing 2,500 tons daily. In the country as a whole, the next few years should see more than seventy new projects, with a total additional output of 3,000,000 to 4,000,000 tons a year. The pictures on these pages, taken at the Yew Tree Mine, Staffordshire, typify the technique of drift mining

STARTING A DRIFT MINE IN THE STAFFORDSHIRE COALFIELD—PRELIMINARY STAGES IN THE OPERATION OF THE NEW TECHNIQUE : *Left*—**Boring operations in progress to prove the depth and thickness of the coal. If the seam is satisfactory a mechanical grab (*right*) then excavates through loose gravel down to the shales for the main drift. Into this inclined plane a tunnel is later inserted, and before very long it is possible for production to begin. The capital outlay is small**





THE FIRST 45 YARDS OF TUNNEL LINING ARE COMPLETE : *Left*—**An exterior view of the Yew Tree Drift, and (*right*) looking along the tunnel to the entrance of the mine. These pictures were taken in the late summer when work on the project was well advanced. This drift mine will work two seams of coal lying near the surface. The coal, to a depth of 35 ft. of overburden, has already been obtained by open-cast methods, but any further attempts at open-cast work would be uneconomical. Many of Britain's open-cast workings will probably change over to the drift technique when all the coal nearest the surface is cleared away**



THE ART OF MINING AT SHALLOW DEPTHS—A TYPICAL BRITISH DRIFT MINE AS ESTABLISHED BY THE NATIONAL COAL BOARD TO RETRIEVE THE COAL WHICH LIES JUST OUT OF REACH OF THE OPEN-CAST SYSTEM: This diagrammatic drawing shows how the main drift is sunk at an angle of about 20 degrees into the ground. **When the first coal seam is reached lateral roads are set up, coal-cutting gear is established at the face, and conveyor belts are installed.** The cut coal is then conveyed to the main drift, where it is tipped into a modern type of tram with a drop floor. The trams are hauled along the drift by an endless rope, and discharge at the surface into a hopper. Lorries take loads from the hoppers, and drive to the nearest coal-mine for the washing and screening process. An important feature of the drift mine is conservation of man-power. There is only a handful of surface workers, and a small skilled team works at the face. At a drift near Benarty (Scotland), which has recently been developed, overall shift output has reached 66 cwt. a man, which is much more than the present national average—*Drawing by Leslie S. Haywood*

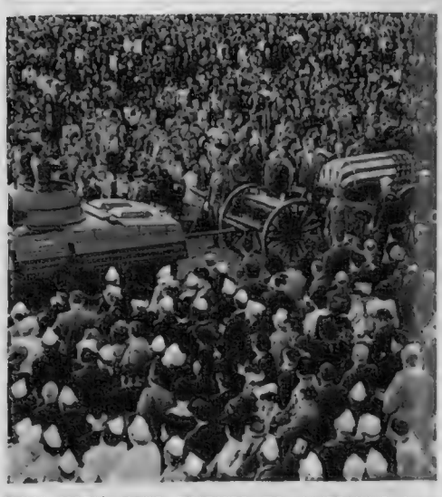
THE CONVEYOR STRUCTURE IS INSTALLED IN THE DRIFT: Up this runway the trams will bring the coal, and at the summit it will be tipped into waiting lorries. After the first "teething" troubles a mine of this type has no difficulty in producing about 400 tons a day

BRITAIN'S LIGHTLY BURIED COAL WEALTH NOW AT THE SERVICE OF THE NATION: A view looking straight down the drift at Yew Tree, Staffordshire, showing the tunnelling for the main drift in the first stage of construction and the geological formation in which the coal lies. Below the upper crust of gravel are the shales of the main drift

FOREIGN NEWS IN PICTURES

A Survey of Three Continents

THE GIRL WHO MADE TOO MANY FRIENDS : Lieutenant Tamara, of the Red Army, aged twenty-one and the youngest woman officer in the service, talking with the Mayor of Budapest (left) and Rakosi (right), Hungary's Communist leader, at a farewell party given in her honour by Rakosi. Lieutenant Tamara was about to return to Moscow after only a short stay in Budapest. It is understood that her return was ordered because she made such a hit with Hungarian intellectuals and politicians that she received numerous proposals of marriage. The Soviet authorities do not grant leave for women officers to marry aliens, even if they are Communists



NEW YORK PAYS TRIBUTE TO AMERICA'S WAR DEAD : A gun-carriage, drawn by a reconnaissance car and escorted by a guard of honour of the fighting services, passing through Sheep Meadow, Central Park. The flag-draped coffin contained the body of an unnamed holder of the Congressional Medal of Honour. This warrior of the Second World War represented the 6,200 dead who had just been brought back to America in the *Joseph V. Connolly*

THE GRAND OLD MAN OF FRENCH POLITICS IS ONCE AGAIN HONOURED BY THE CITY OF HIS ADOPTION : M. Herriot (right) seated at his desk in the City Hall, Lyons, when he was re-elected Mayor—a post he has held since 1905, and which he is said to esteem above all distinctions. Rather than be associated in any vote the Gaullists and the Communist city councillors, who numbered twenty-three and thirteen respectively, abstained. M. Herriot was elected by the sixteen Socialist Radicals and the six M.R.P. councillors, but after the vote all joined in applauding the result. M. Herriot has been both Premier and President of the Chamber of Deputies. During the war he suffered much at the hands of the Germans and for a long while was their prisoner

A SIXTY-FIFTH ANNIVERSARY IN MANHATTAN : In October 1882 Eamon de Valera, son of a Spanish father and an Irish mother, was born in New York, and while still a boy he went to Ireland. When the United States liner "America" arrived at her home port recently she had among her passengers Dr. Eamon de Valera and Mrs. de Valera (above), son and daughter-in-law of the Irish leader. Dr. de Valera, who is a child specialist, is visiting the United States in order to study gynæcological methods. It is their first visit to America. While in New York Dr. de Valera will visit his father's birthplace on Lexington Avenue

CELEBRATING THE 800TH ANNIVERSARY OF THE CAPTURE OF LISBON FROM THE MOORS : The Portuguese President watching the march-past at the Grand Finale to the festivities which have been going on since May 15. Marshal Carmona stands in the foreground on the right, and with him are Dr. Albino Dos Reis (left foreground), President of the Portuguese National Assembly. Also in the group are Admiral Conolly, the Commander of the U.S. naval forces in European waters, and General Sir F. E. W. Simpson (right), representing the British Army. The ceremonies included a military parade and the placing of a statue of King Alfonso Henriques, the gift of Oporto to Lisbon, by St. George's Castle. St. George's was originally a Moorish stronghold built on one of the hills of Lisbon, which was captured 800 years ago by fifty English and fifty Portuguese soldiers

"FIGHT PARTITION—SAVE YOUR FUTURE!" : This is the wording on this banner issued by Irgun Zvai Leumi and strung up in the main streets of Jerusalem. The banner was captured by a British mobile unit in Ben Yehusa Street, where it was found that several of the banners had been booby-trapped to prevent removal. The Jewish organisations are also running a poster campaign to recruit members for the so-called "People's Guard." At the same time a poster appeal has been made to Arab youth in Jaffa, Palestine's second port, to register for military duty in defence of their "motherland"

REPUBLICAN FRANCE AND REPUBLICAN ITALY RENEW FULL DIPLOMATIC RELATIONS : This was the scene at the residence of the Italian President, Signor de Nicola, as M. Jacques Duparc, a resplendent figure in Diplomatic uniform, arrived to present his credentials as French Ambassador to Italy. Standing on the right in front of the guards is Marquis Sanfelice di Monteforte, the Presidential Ceremonial Officer. At a Press conference at the Embassy the new envoy declared he had come to work for better Italo-French understanding. He was impressed by the spirit of collaboration in post-war Italy

THE BIRTHPLACE OF MAHATMA GANDHI, NOW REGARDED AS A NATIONAL PLACE OF PILGRIMAGE : Narbada Bai, wife of Mr. Gandhi's grandson, points to the actual spot where it is believed the great Indian Nationalist leader was born. The house is in Porbandar, one of the Kathiawar States, adjoining the State of Junagadh which recently acceded to Pakistan. Last month Gandhi celebrated his seventy-eighth birthday. He first leapt into the world news in 1893, when he visited Natal, home of a vast Indian minority. Soon afterwards he inaugurated the use of non-co-operation and passive resistance as political weapons, and, surrendering his lucrative practice at the Bar, threw himself into the struggle for Asiatic emancipation. His campaigns of civil disobedience after the First World War brought him wider fame, and he fanned the flame of nationalism by his simple eloquence

THE STATE OF MAINE IS PROCLAIMED A DISASTER AREA : An aerial view of burnt-out dwellings at the summer resort of Bar Harbour, two-thirds of which is reported to have been destroyed in the recent disastrous forest fires. More than half Bar Harbour's 4,000 permanent residents are refugees at neighbouring Ellsworth. Altogether fifty fires have ravaged 110,000 acres of forest and township in the State of Maine, and damage is placed at more than £2,000,000. By declaring the state, which is larger than Austria, a disaster area, it is possible for the Federal Government to give free aids of many kinds to the people, including food and clothing for some thousands of persons who have lost everything they possessed. Because a month's drought followed a summer in which there was little rain, the woods throughout New England are tinder-dry, and now the ground is covered deep in fallen leaves, underneath which the fires sometimes steal hundreds of feet unperceived

HENRY WALLACE, WORLD WANDERER : The former Vice-President of the United States and President Truman's former Secretary of Agriculture removing his shoes before entering the Mosque of Omar in Jerusalem. Mr. Wallace has been touring Palestine in a journalistic capacity, and his followers are expecting fireworks in his Liberal newspaper on return to the United States. Wallace is strongly entrenched as the leader of the Left Wing of the Democratic Party, and he has a devoted but not extensive following which has tended to diminish lately by reason of America's "Red scare." In some quarters it has been rumoured that Wallace will form a third party and seek nomination in the Presidential Elections of 1948, but those closest to him believe that he will work within the Democratic Party on behalf of his pro-Russian views

THE LAST OF THE LINER "NORMANDIE" : Bulkheads and other parts of the once proud French liner loaded on to trucks for despatch from the shipbreaking yards at Newark, New Jersey, to the furnaces of the Lukens Steel Company at Coatsville, Pennsylvania. During the past ten months wrecking crews have been busily at work on the 80,000-ton liner, and have broken her up with acetylene cutting apparatus. The *Normandie* was damaged by fire in 1942 ; and afterwards she capsized in New York Harbour through weight of hose water. Soon after raising the liner to the surface the U.S. Maritime Commission decided to scrap her. It was some time before a satisfactory bid was forthcoming

PRINCESS ELIZABETH LAUNCHES THE "CARONIA"

Her Royal Highness, with Lieutenant Mountbatten at Her Side, Conducts the Ceremony at Clydebank

AS THE 34,000-TON "CARONIA" ENTERED THE WATER: Princess Elizabeth, who named and launched the new vessel, and Lieutenant Mountbatten standing together on the launching dais in the Clydebank shipyard of John Brown and Co., Ltd.

The new *Caronia*, now being fitted out at Clydebank following her launching last week by Princess Elizabeth, will work on the Atlantic route with her sister-ship the *Mauretania*, and the two will form an important dollar-earning second string to the two "Queens." In the summer months it is expected that the *Caronia* will go cruising, and she has been designed in part for this purpose. Princess Elizabeth and Lieutenant Mountbatten were given a great reception on their visit to Clydebank, and thousands of children on holiday gave added zest to the occasion. Before the launching the Princess and her fiancé paid a visit to the town hall, where the Princess received the town's wedding gift—an electrically-driven sewing machine of local manufacture. They returned to Buckingham Palace at the week-end to hear the congratulatory address of Parliament

THE GRACEFUL LINES OF THE NEW CUNARD WHITE STAR LINER: This picture of the 34,000-ton "Caronia" was taken a few moments before her launching. It shows the vessel's unusual and striking clipper bow, similar to that of the Cunarder "Russia," built ninety years ago. The "Caronia" is costing about £3,500,000, far more than her sister-ship the "Mauretania," which was launched about ten years ago

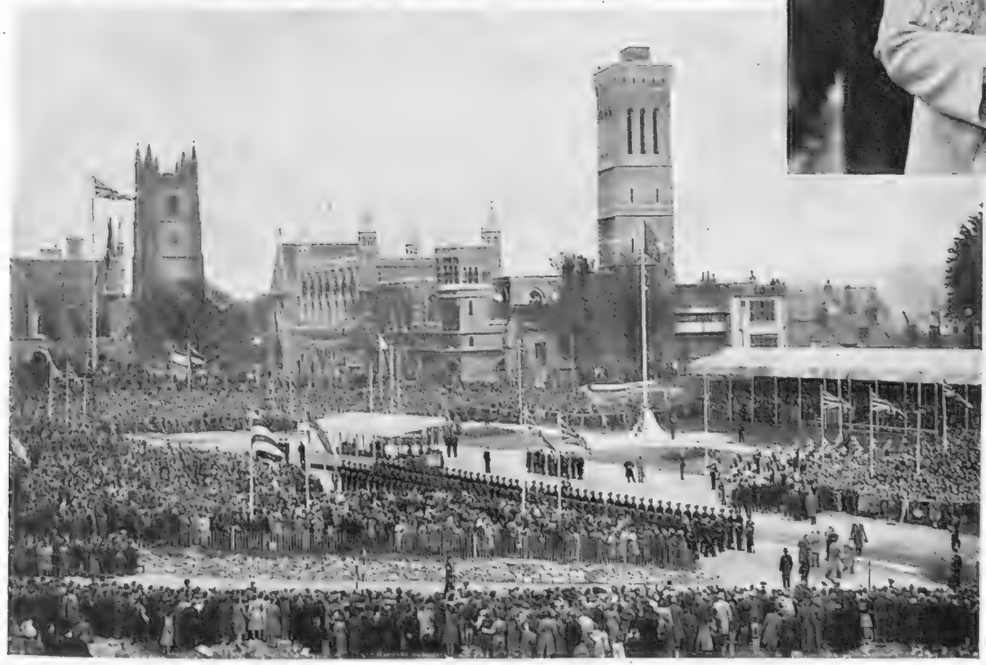
THE S.S. "CARONIA" ENTERS THE WATERS OF THE CLYDE—THE GREAT NEW VESSEL SEEN A MOMENT AFTER SHE HAD GONE DOWN THE WAYS AND LATER AS SHE STOOD ASTRIDE THE RIVER AND WAS TAKEN IN TOW BY TUGS: The picture on the right shows the clipper stem very clearly. The "Caronia" is not to be painted in the familiar Cunard White Star colours, and it has been suggested that she may be either white or light sea-green, as befits a vessel which will probably spend a part of the summer months in cruising in Mediterranean waters. The "Caronia" is the largest liner now building in the world, exceeding by several thousand tons both the "Orcades," of the Orient Line, and the "Pretoria Castle," of the Union Castle line, both of which were launched recently

A ROYAL SEND-OFF FOR THE "CARONIA"—PRINCESS ELIZABETH AND LIEUTENANT PHILIP MOUNTBATTEN WAVING FROM THE LAUNCHING DAIS AS THE NEW CUNARD WHITE STAR LINER SLID DOWN THE LAUNCHING WAYS INTO THE CLYDE: This was the Princess's last public engagement in Scotland before her marriage, and as she arrived at Dalmuir Station with her fiancé they were given a tumultuous reception. At the shipyard the Princess performed the naming ceremony with Empire wine. In her speech she said: "I am so happy that on this my third visit to Clydeside my future husband is by my side. He has served with the Royal Navy in war and in peace, so that I need not dwell on his love of the sea and of all that belongs to it. Naturally he shares my interest in your achievements and my pride in the fame which our builders have won for us throughout the ages and which will be given new life in this new ship. A most important contribution to maintaining our place among the nations is being made by the men who have built the 'Caronia'"

THE KING AND QUEEN IN THE WEST COUNTRY

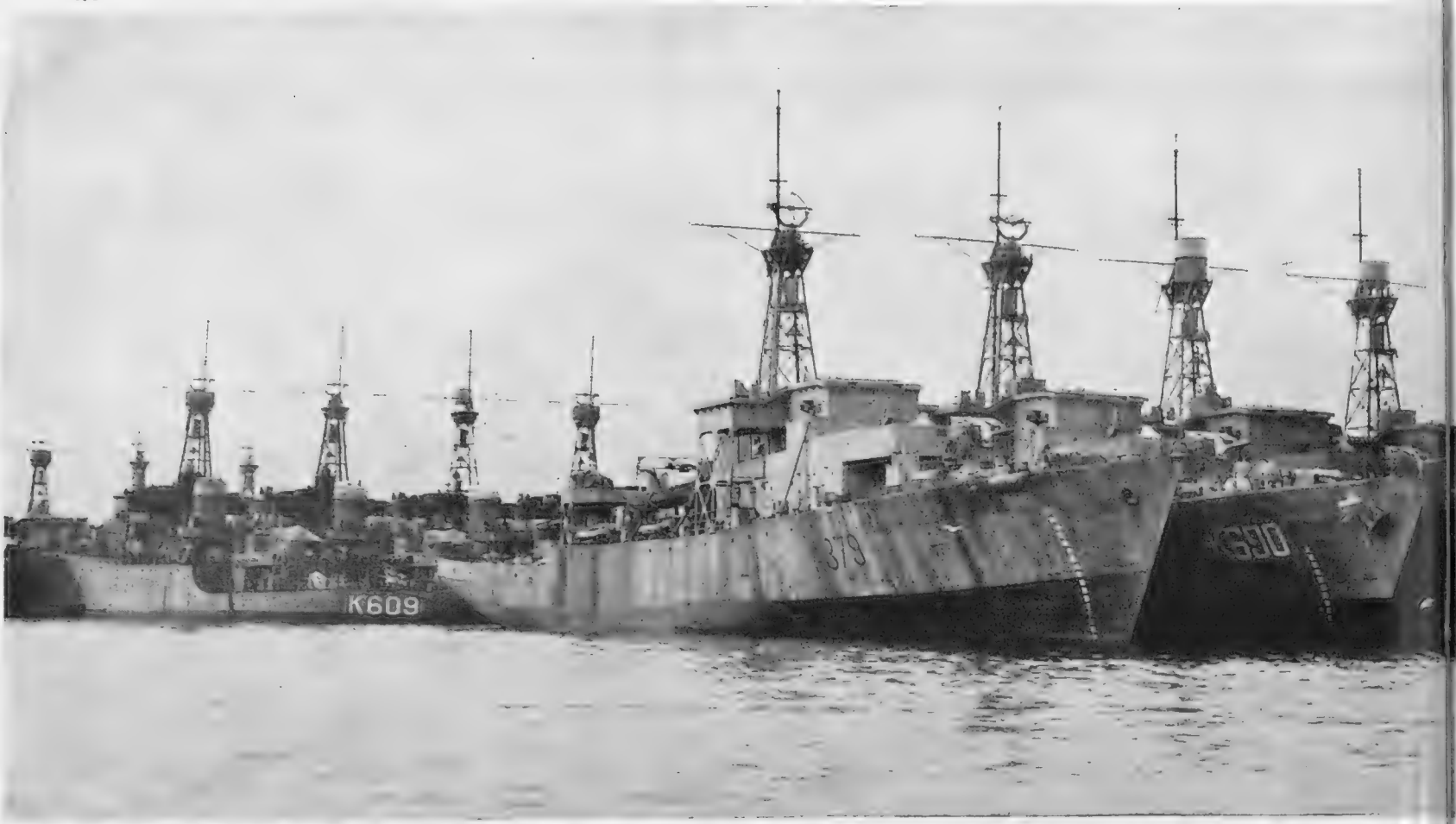
THE KING AND QUEEN ON THE DUCHY FARM AT STOKE CLIMSLAND: Their Majesties inspecting stock on their estate during the course of their West Country tour. After driving for 60 miles through towns and villages, the King and Queen motored to Plymouth, where they were able to see the progress of reconstruction

THE KING AND QUEEN LOOKING AT AN OLD MAP OF PLYMOUTH: They made an extensive tour of the city, and the King named two roads of the future, Royal Parade and Armada Way. The two new roads converge at St. Andrew's Church, the mother church of Plymouth, which was half destroyed in 1941. Its tower, still intact, is seen in the picture on the left



WHERE PLYMOUTH'S NEW CITY CENTRE WILL RISE: This was the scene as the King was about to unveil the foundation-stone which commemorates the beginning of the reconstruction of Plymouth. A vast concourse of people witnessed the ceremony, and arrangements were made for the schoolchildren who can be seen grouped beneath the flags on the right. On the left is St. Andrew's Church

With regard to area and public buildings Plymouth suffered more than any town in Great Britain during the blitz, and the destruction of the mother church of St. Andrew's in March 1941 was the bitterest blow of all. It was only fitting then that Plymouth should have been the scene of a lengthy Royal visit during last week's tour of the West Country. Standing under the shadow of the grey stone walls which are the shell of the burned-out Guildhall at Plymouth, the King opened the new civic centre planned to replace the city's ancient building devastated in the heavy raids of 1941. As the King looked up from the covered dais where the Lord Mayor of Plymouth invited him to unveil the foundation-stone, he saw the ruins of St. Andrew's behind the flagstone bearing the Royal Standard, and marking the junction of the two new roads, which he named Royal Parade and Armada Way, now forming the city's new shopping centre and civic centre. The King and Queen later visited the art gallery, where they saw Drake's Drum and other historic relics. They then took tea with Lord and Lady Astor. On the following day Their Majesties visited the Royal Naval College, Dartmouth



THE LAYING-UP OF BRITAIN'S IDLE WARSHIPS—LINES OF "SMALL CRAFT" IN THE ST. GERMANS RIVER AT PLYMOUTH: Since the end of hostilities, over two years ago, Britain's Reserve Fleet has been building up, and now with the latest announcement of accelerated demobilisation, many more ships are to be paid off and laid up as befits a nation requiring all hands on the industrial deck. The First Lord of the Admiralty stated in Parliament last week that the reduction of the Home Fleet would not endanger the Navy's position, and that to build a stable peacetime Navy, manned by full-time men, and supplemented by reserves, it would be better "to take one full dose of the medicine to effect the cure, rather than to tail out the reduction of National Service men"

TWO SHIPS THAT ARE NOT AT PRESENT REQUIRED—THE THIRTEEN-YEAR-OLD CRUISER "ORION" AND THE MODERN LIGHT FLEET CARRIER "VENERABLE": H.M.S. "Orion" (*left*) laid down in the early '30's, is a Leander-class cruiser of over 7,000 tons. The "Ajax" and "Achilles," of River Plate fame, are in the same class. The aircraft-carriers of the Colossus class are represented in the laying-up of the Navy by the 13,190-ton "Venerable," which was completed in 1945 and insulated for tropical service. The "Colossus," name-ship of the class, is the aircraft-carrier which has been lent to the French Navy for five years. The ships are laid up in the backwaters of Britain's ports, and before being finally left, their equipment is chemically treated to stand all weathers

A VETERAN OF TWO WORLD WARS LASHED BY WAVES—H.M.S. "WARSPITE" PREPARES ONCE MORE FOR HER LAST TRIP: Fast on the rocks at Prussia Cove, on the North Cornish coast, after having gone aground when being towed to a Clyde shipbreaker's yard last April, the celebrated battleship is once more being prepared for her final voyage. She is to be towed to a more sheltered spot, where the task of breaking her up will continue without the risk of losing a single bolt, and it is estimated that the whole undertaking will last five years. *Left*—Men working on the littered quarter-deck of the "Warspite" preparatory to her being towed off the rocks of Prussia Cove. *On right*—Looking from the starboard quarter showing "Warspite" listing and with a salvage vessel alongside. When the ship was bought a few months ago the purchase price was not disclosed. A Diesel engine was installed so that the ship's crane could be used in the work of dismantlement The decision to move the "Warspite" to a more sheltered spot followed the first gales of autumn

THE ROYAL NAVY IN TRANSITION

Little Ships and Big Ships are Laid Up at Plymouth : Comings and Goings of the Fleet in Malta's Crowded Harbour

HOMEWARD BOUND TO PAY OFF AND REFIT—H.M.S. "LIVERPOOL," FLAGSHIP OF THE MEDITERRANEAN FLEET, LEAVING VALETTA HARBOUR, MALTA : After more than two years' commission in the Mediterranean, the 9,400-ton cruiser "Liverpool," flagship of the C.-in-C., Admiral Sir Algernon Willis, has returned to this country. H.M.S. "Liverpool" is flying her paying-off pendant, signifying that she is at the end of her present commission

BOUND FOR THE EAST INDIES TO RELIEVE H.M.S. "JAMAICA"—THE 9,100-TON CRUISER "BIRMINGHAM" IN VALETTA HARBOUR : H.M.S. "Birmingham," sister-ship of the "Liverpool," was completed in 1937 and is an older vessel than the "Jamaica," which she is to relieve on the East Indies Station. In the background of the picture is the 13,350-ton light fleet aircraft-carrier H.M.S. "Triumph," a member of the Colossus class

MORE SHIPS OF THE ROYAL NAVY AT MALTA—A VIEW OF VALETTA HARBOUR, WHERE THE PRESENCE OF SO MANY VESSELS HAS RECENTLY CAUSED CONGESTION : The British ships shown in this picture are, from left to right—the 13,190-ton light fleet aircraft-carrier "Ocean" before she left for trials ; the 9,100-ton cruiser "Birmingham," bound for the East Indies ; the 9,850-ton cruiser "Devonshire," which replaced the "Frobisher," this year, as a seagoing training-ship for cadets, and which at the end of the war became one of the vessels converted to trooping ; and in the right background is the 13,350-ton light fleet carrier "Triumph," another of the vessels completed after the end of the war. Owing to recent congestion in the harbour, U.S.S. "Dayton," flagship of Vice-Admiral Bieri, had to enter the breakwater stern foremost to facilitate berthing, and other vessels were obliged to proceed to Greece and Italy

ALL THAT REMAINS OF ENGLAND'S LOST CITY

Dunwich Village Comes Under the Auctioneer's Hammer

BENEATH THESE WAVES LIES ENGLAND'S LOST CITY: Looking along the beach and out to sea at Dunwich, the Suffolk village which lies on the coast between Southwold and Aldeburgh. Once Dunwich was the most important commercial centre and port of East Anglia, and early in the seventh century, when Sigebert became King of East Anglia, Dunwich was chosen his capital and became the nursery of Christianity in Eastern Britain. In medieval times Dunwich began to suffer the inroads of the sea, and now all that remains of the once proud capital is the village. Last week the village was sold at auction for £53,000, thus bringing to an end yet another chapter in its strangely eventful history

THE MAIN STREET OF OLD DUNWICH: On the left is the Barne Arms, one of the last remaining free houses in Suffolk, which was put up for auction last week, together with the rest of the small village

CHRISTOPHER WATLING CONTEMPLATES THE SALE OF THE VILLAGE: An old Dunwich worthy looking at the poster advertising the auction. At the sale most villagers bought their cottages for sums around £400. Outside bids were greeted with a roar of "tenant"

THE SCHOOL-HOUSE STANDS CLOSE TO THE GENERAL STORE—LAST WEEK BOTH OF THEM CAME UNDER THE HAMMER: Thomas Gardner, the celebrated eighteenth-century historian of Dunwich, reported the declining greatness of the city and seaport, describing how the place was gradually engulfed by the waves, leaving only the handful of houses that exist to-day. Many relics of the old wealthy port have been found by excavation, and even from beneath the waves

THE OLD HOME OF THE BARNE FAMILY : Grey Friars, one of the larger residences at Dunwich, was offered for sale, together with the Barne Arms. The Barne family owned Dunwich for more than 300 years. The auction resulted in Grey Friars being sold for no more than the value of its bricks and mortar

LOT 46 IN THE DUNWICH SALE : This is said to be the oldest house in the village, dating back to 1272, when it formed the Guildhall of the seaport city

In the reign of Edward I, Dunwich is recorded to have possessed thirty-six ships and "barks," trading to the North Seas, Iceland and elsewhere, with twenty-four fishing-boats, besides maintaining "ships of war." That was not by any means the high-tide of the prosperity of "the lost city," for its highest dignity was in the Saxon era when Sigebert, King of East Anglia, made it his capital and there fostered education and the arts in a school that was the direct forerunner of Cambridge University. The chronicler Stowe declared that Dunwich was a city, surmounted by a stone wall and brazen gates. It had fifty-two churches, chapels and religious houses, a King's Palace, a Bishop's palace, a mayor's mansion, and a mint, and as many toy-shops as churches and not fewer windmills. Dunwich was indeed for 500 years the focal point of East Anglian life. By the middle of the eleventh century the sea was beginning to make inroads on this part of the coast, and this evil later caused its ruin. In 1347 over 400 houses were destroyed in a storm, and in 1570, after another storm, an appeal was made to Queen Elizabeth, who parsimoniously granted for the restoration of the sea-wall money obtained by the sale of lead from neighbouring churches. Dunwich was doomed, however, and now all that remains is the village of that name. On stormy nights the fishermen still say that they can hear the bells of the lost churches, the lowing of herds in long-sunken pastures, and all the sounds of a strip of England that has vanished beneath the waves

LOT 14 : Another cottage in Dunwich which has all the attributes of a Suffolk village and has lost all the trappings of its former greatness when the King's men-o'-war used the port

THE FERNS REFLECTS THE QUIETUDE OF DUNWICH : With its fine old chimneys, mullioned windows and mellow tiles it belongs essentially to the Tudor period

THE OLD GATEWAY THAT LEADS TO GREY FRIARS : It forms part of the Dunwich monastery property and, as Lot 12, was put up for auction, together with seven acres of pasture surrounding it

On right—STUDYING THE HISTORY OF THE LOST CITY : Two Dunwich worthies talk over with a young friend some of the glories of Dunwich which had departed even before their time

Home News in Pictures

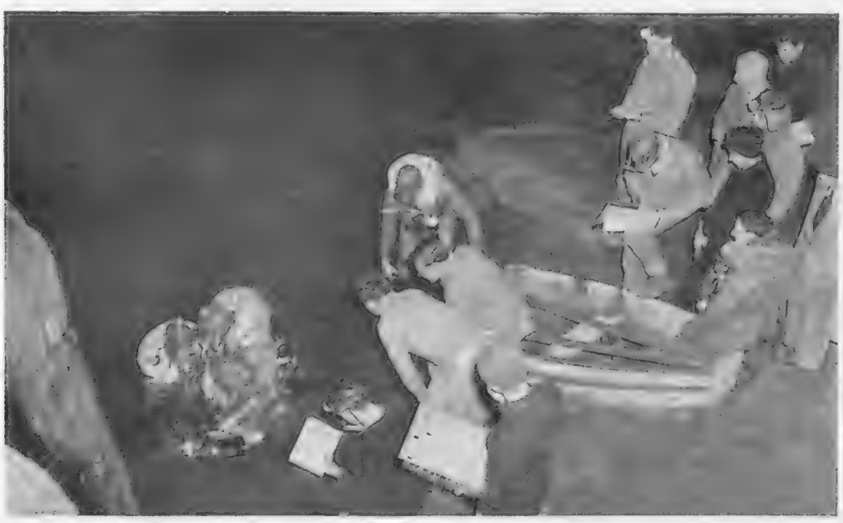
HOW THE HERRING SEASON WAS DELAYED

But, After the Famine, the East Coast Ports Dealt With a Glut of Fish

THE HERRING FLEET PUTS OUT FROM YARMOUTH: Vessels on their way out to the fishing-grounds. During the second and third weeks in October, when it was expected that the fleet would come back to port with a bumper catch, returns were repeatedly disappointing. It was later explained that the warm weather of summer and autumn had given rise to a prolific crop of minute organisms in the water, forming a barrier across the North Sea which not even the great spawning urge could surmount. As a result, the herrings have been on one side of the barrier, and on the other have been the fishermen. Last week conditions off the East Coast were reported to be improving, then suddenly 120 herring-boats landed over 2,000 crans and the herring season was well and truly under way

EMPTY BOXES ON THE YARMOUTH QUAYSIDE EVIDENCE THE EXTENT OF THE HERRING FAMINE: This picture was taken on October 27, when 400 boats with 4,000 men aboard returned to port almost empty. Thousands of herring-girls waiting to deal with the catch were idle, and an air of gloom hung over the port. The last occasion on which the herrings were held up through contamination of the waters was in 1933. In that year the landings did not start until October 24. It was expected that with the growing moon the shoals would start moving south, and this actually happened on October 28, when an £8,500 haul was reported

THE FIRST SIGN THAT THE SHOALS WERE MOVING SOUTHWARD: *Left*—**The herring fleet leaving Yarmouth for the fishing-grounds after a report from research vessels that better conditions were beginning to prevail off the East Coast.** *Right*—**Preparing to unload "The Faithful Star," which returned with a catch of 200 crans, a very satisfactory result after weeks of poor fishing.** The news of the good catch soon spread through the port of Yarmouth, and the Scottish fisher-girls, who always come to the East Coast in the autumn, got ready to start the work of de-gutting and barrelling the fish. Following *The Faithful Star* more and more boats came in with their holds loaded, and in three days at Great Yarmouth more than 15,000 crans of fish came on to the dockside. Under the 1946 plan announced by the Herring Industry Board the fish are to be made available to many new markets. Quick freezing has opened up the possibility of keeping substantial stocks of summer and autumn-caught herrings for release to the markets in the months of scarcity



THE DIVING PROFESSOR: Professor J. B. S. Haldane (wearing a diving-suit, extreme left) seen as he was assisted from No. 2 underwater entrance of the celebrated Wookey Hole Caves, Somerset, where he has been carrying out investigations with the Bristol Exploration Club. The Wookey Hole, a series of dolomite caves, near Wells, has yet to be fully investigated. It contains palæolithic implements and fossil bones, including reindeer, mammoth, woolly rhinoceros and cave bear. During the past thirty-six years there has been renewed exploration and it has been proved that the caves were occupied during late Celtic and also Romano-British times

SCARLETT O'HARA IN THE WEST END: Sir Laurence and Lady Olivier arriving at the Empire, Leicester Square, for the 3,000th performance of the film "Gone With the Wind," in which Lady Olivier gives such a brilliant performance as the Southern heroine. The film, with a running time of over three hours, was first seen in England at the start of the war, and has been widely praised for its faithful interpretation of Margaret Mitchell's book. In this photograph Sir Laurence appears with blonde hair, which he has affected since starting work on his screen version of *Hamlet*

THE FIRST DEAD-HEAT PHOTOGRAPHICALLY RECORDED ON A BRITISH RACECOURSE: This is the official record of the Beechfield Handicap at Doncaster. Phantom Bridge, the favourite, and Resistance, at 8 to 1, are seen with their noses exactly level on the white line of the photographic strip, and Bun Penny, a 100 to 8 outsider, is half a length away, third. The installation of the photo-finish on British racecourses has been an immense success this year, and on numerous occasions it has decided the minor placings, but this is the first time the Judge has had to use it to declare the winner. The system has been in action on some of the major dog tracks for a long while

BROWN JACK IS TWENTY-THREE YEARS OLD, AND STILL GOING STRONG: The greatest stayer in modern racing taking exercise in the yard at Thorpe Lubenham, where he is spending the years of his well-earned retirement. Brown Jack won the Cheltenham Champion Hurdle Challenge Cup in 1929 and then switched over to the "flat," winning the Ascot Stakes in the same year. Thereafter many of the big long-distance events fell to this stout-hearted horse, and his long sequence of successes in the Queen Alexandra Stakes at Ascot is not only without parallel, but is very unlikely to be equalled. In sixty-five starts Brown Jack won or was placed on thirty-nine occasions, and more often than not his jockey was the late Stephen Donoghue, who had a deep affection for Brown Jack. The old horse thoroughly enjoys himself at Thorpe Lubenham, and in the summer months he can often be seen frisking among the young bullocks in his paddock

TO THE OFFICE BY HELICOPTER: Flying history was made last week when the first helicopter ever to land in the City of London brought to his office insurance broker Captain A. G. Lamplugh. The landing-ground for the machine—a bright-green Bell Irving—was a 30-yard square bombed site car-park in Lime Street, off Fenchurch Street. Police and firemen kept the car-park clear as the aircraft, piloted from Hanworth by Captain Youell, touched down between the buildings. As the hour was 7.30 a.m. there were not a great many City workers to witness the advent of this up-to-the-minute means of transport

THE PRINCESS ROYAL AT THE DAIRY SHOW: Her Royal Highness, the president of the Show, making a tour of the poultry section at Olympia in company with Lord De La Warr (bowler hat in hand) and Mr. Tom Williams, the Minister of Agriculture, who is standing just behind her. Over 4,000 poultry and pigeons were on view in the gallery, and a new feature was the rabbit section with nearly 1,000 entries. More than 200 cows and heifers from leading herds were exhibited. Of the nine breeds, Jerseys were the most numerous

THE CIDER-MAKING SEASON: To this old horse-drawn mill at Woodmancote, Gloucestershire, local people bring their fruit for crushing. Apple and pear windfalls are all acceptable at the mill, and the resultant brew is as strong as any in the land. Before the Second World War strong cider in the West Country could be had at 2d. and 3d. a pint, but the beer shortage of recent years has sent cider prices rocketing

POPPY DAY IS HERE AGAIN: Disabled ex-Servicemen working in the British Legion poppy factory at Richmond on some of the millions of poppies which are being offered for sale this week-end. Two million have gone overseas for sale in more than sixty countries. Forty million have been made for sale in Great Britain. A target of £1,000,000 is hoped to be achieved in order to succour the disabled of two world wars

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1 THE PORT LINE: This smart and gay decoration appears on their newer ships. The crosses are of red and blue and the rope is yellow

2 THE P. & O. "STRATH" LINERS HAVE THIS RISING SUN DESIGN: The Suez Canal searchlight operates through this opening in the bow

3 TYPICAL OF POST-WAR SCANDINAVIAN TECHNIQUE: The bows of the Norwegian fruit-carrier "Pacific Express." Red and yellow are the principal colours, and the design gives an impression of speed

4 LOOKING BEFORE SHE LEAPS: A ship must see, say the Moore Dry Dock Co., of Oakland, California, and painters add these eyes specially for the launching ceremony. They are often painted over the hawse-hole

Plautus, in an excess of cynicism, is believed to have said: "Who wishes to give himself an abundance of business let him equip these two things, a ship and a woman. For no two things involve more business, if you have begun to fit them out." In view of the returning fashion with regard to bow decoration, the words of Plautus have a new significance as far as ships are concerned.

When the old clipper stem gave way to the straight vertical one, it seemed as though the long-familiar figurehead would be gone for ever. The advent of the rounded or fashioned plate stem in place of that of the bar type has fortunately encouraged the return of bow decoration, a feature which at no great cost so greatly improves and is nearly always the source of pleasure or pride to a ship's personnel. Many owners, especially Scandinavians, who favouring funnelless motorships were particularly anxious to show their company colours somewhere, in the past adopted the practice of painting the house-flag design on the bows, somewhere near the anchors. This has developed into something much more elaborate, reaching a climax in the return of the figurehead proper, as on the ships of Fred Olsen and Co., of Oslo. The rising sun design on the P. & O. "Strath" liners and the Port Line's plaque are perhaps the best examples of British decoration. By way of contrast, the Orient Line favours individual stem designs for their liners *Orion* and *Orcades*. The fact that the General Steam Navigation Co. Ltd. now paints the upperworks of their cargo ships white instead of the better-wearing brown, is further evidence of the importance which owners attach to giving a ship a smart and even gay appearance.

THE GREAT SHIPS GO GAY

Modern Vessels Return to the Painted Prow and the Figurehead

LAURENCE DUNN

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5 The simple green, white and yellow design on the 83-ton Barnstaple ketch *C.F.H.*, now fifty-five years old. **6** The traditional touch on the 218-ton Swedish schooner *Constance*.

Typical of the wide variety of shapes and designs which appear on the bows of merchant vessels are designs No. 7 to 12. Some are placed right forward on the centre line, others slightly farther aft over the anchors. **7** The United Steamship Co. Ltd., of Copenhagen, use the Maltese Cross, which appears on their house-flag as the basis of their bow plaque. **8** The simple black-and-white monogram and shield adopted by Olsen and Ugelstad, of Oslo. It is worn on a grey hull. **9** The red and white shield of the City of Hamburg which appears on the bows of the German coaster *Gerhard*. (That is her home port.) **10** The red and yellow shield of the Norden S.S. Co. Ltd., of Copenhagen, used to enliven a white and grey hull. **11** The date 1824 on the globe testifies to the long history of the General Steam Navigation Co., Ltd. **12** Rather reminiscent of the Chinese eye is the well-known diamond of Wm. Cory and Son, Ltd., painted on the bows of their barges. Each firm of Thames barge owners has its own colour scheme for deck fittings and hatch coverings, etc.

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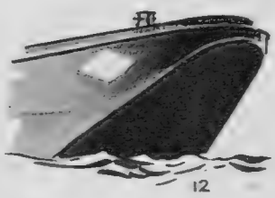

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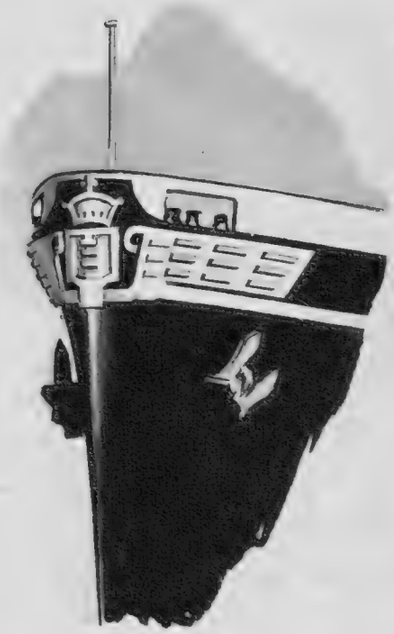

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13, 14 and 15 RETURN OF THE FIGUREHEAD : On left and right are the beautiful figureheads of the Fred Olsen motorships "Bolivar" and "Baalbek," while in the centre a martial note is struck by the decoration of the 14,200-ton Polish liner "Batory"

REPLANNING NINE BLITZED ACRES OF LONDON

A New Textile Centre for the City's Heart

After the Great Fire of London Sir Christopher Wren's noble plan of rebuilding came to naught because of official meanness. The nondescript rebuilding that followed has been London's shame ever since. Now, after the second great fire (the result of Luftwaffe incendiaries), wiser counsels prevail, and bit by bit Londoners are being allowed to see the city of the future as it emerges. On part of the vast blitzed area around Cripplegate, and lying to the north of St. Paul's, will be the London Textile Centre. The preliminary arrangements have been made by a special committee of leading members of the textile trade, which has been working on the project for the past two years. The idea is to create on nine acres the most up-to-date textile market in the world. Inside this city within a city will be a host of ancillary services, including banks, shops and restaurants. There will be garage accommodation, and the centre's own power-station will provide heating and hot water. The hotel will contain 230 bedrooms and a number of conference rooms.

LONDON'S NEW TEXTILE CENTRE—AN ARTIST'S IMPRESSION OF THE NINE-ACRE CITY SITE WHERE TEXTILE INDUSTRIALISTS HAVE PLANNED FOUR LARGE BUILDINGS, EACH OF NINE STOREYS HIGH: The replanned area is bounded by Aldersgate, Barbican, Red Cross Street and Cripplegate, and the estimated cost of the scheme is over £5,000,000. There will be a floor area of over 1,500,000 square feet, and all members of the trade requiring accommodation will take shares in the general project. The building with a tower in the centre of the main square is a garage and power-station, and incorporated in one large block will be an hotel for the use of business-men visiting the London textile trade. The thoroughfares between the blocks are on a spacious scale

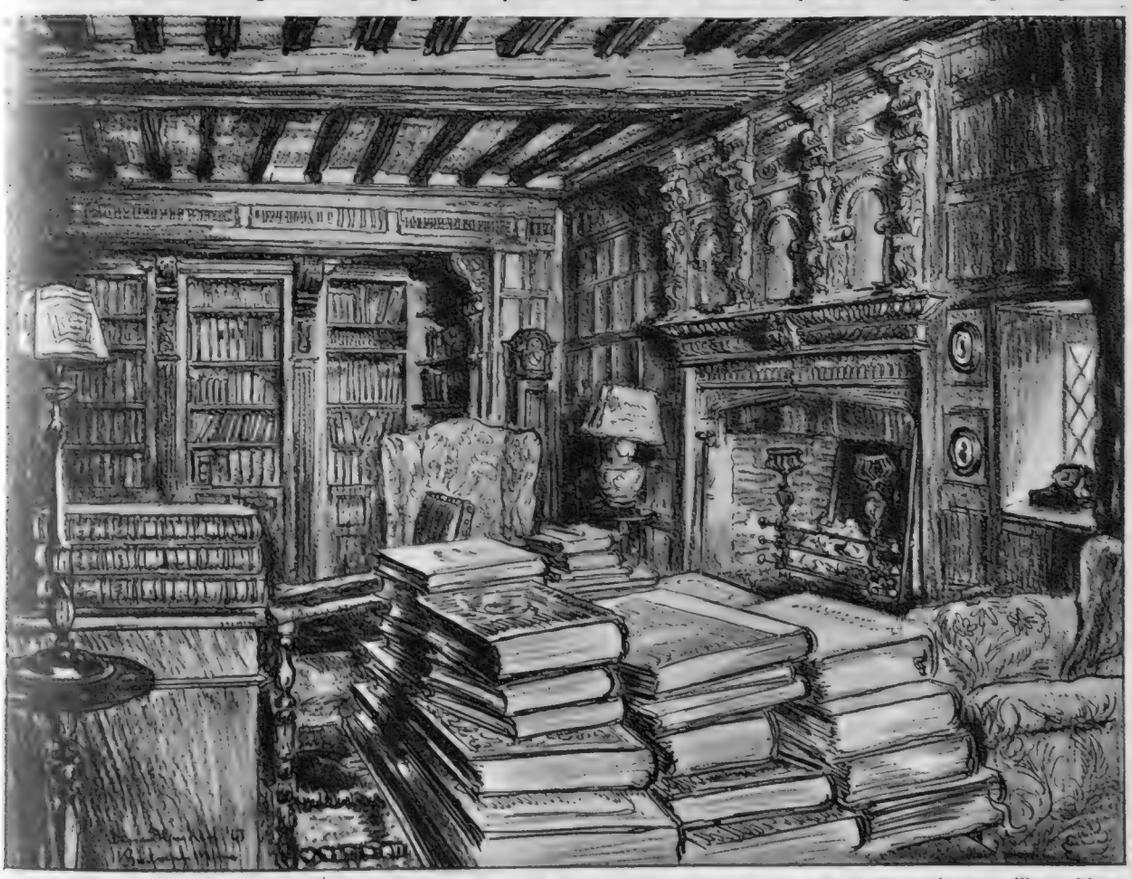
**THE RUINS OF CRIPPLEGATE AS THEY ARE TO-DAY—AN ARTIST'S IMPRESSION OF THE HEAVILY BLITZED SITE WHICH HAS BEEN SELECTED FOR LONDON'S NEW TEXTILE CENTRE: During the past summer advantage has been taken of the situation to carry out a search for Roman remains in the area, and workers have concentrated on the course of the old London Wall. Preliminary planning for the new textile centre is now well advanced, but in a recent speech at Beaver Hall, Lord Hollenden, president of the Wholesale Textile Association, said that there had been no opportunity of discussing matters with the Government since the recent announcement of the need for reducing capital investments. It is possible that there will be no alteration in the scheme, declares Lord Hollenden, as the Textile Centre could play a prominent part in attracting overseas business visitors to London—*Drawing by W. P. Robins*

ABOEUF MANOR, NEAR GUILDFORD, ONE OF THE OLDEST HOUSES IN SURREY: An artist's impression of the old Tudor house, parts of which date even farther back to the twelfth century. It stands high up under the steep scarp of the North Downs about a quarter of a mile from where the River Wey cuts its channel through the hills. The proposed sale of Braboeuf arouses great interest, for it has only once before appeared in the market since William the Conqueror granted the lands to a certain Compt Bras de Boeuf. The estate has descended, generally through the female line (including Sarah Jennings, Duchess of Marlborough), right down through the centuries until 1914, when it was purchased by the late Lieut.-Colonel J. A. C. Younger, a friend of the previous owner. He modernised the house inside, without in the least degree detracting from its historic beauty, and added greatly to its amenities by laying-out the formal and rock gardens. The Pilgrims' Way from Winchester to Canterbury cuts straight through the grounds

BRABOEUF TO BE SOLD

An Ancient Tudor Manor in Surrey, and Its Dramatic Past

Many legends and stories surround this ancient creeper-clad manor-house of Braboeuf. Queen Elizabeth, while staying at Losely House, near by, the home of Sir Thomas More, arranged a clandestine meeting, disguised as a gipsy, with Bacon at Braboeuf, and held a stormy interview in a chamber still known as the White Room. State papers were afterwards hidden behind the panelling, and later buried beneath the dovecot, which has now been destroyed. "And now to my cousin at Brabeef," wrote Pepys in his *Diary*—and he doubtless indulged in his favourite game of bowls there. The original Tudor bowling-green still exists on a terrace to the south of the house. The house itself, though dating in parts from early Mediæval times, is mainly Tudor. The inside contains an immense amount of rich woodwork



THE LIBRARY AT BRABOEUF MANOR: A drawing showing the Tudor chimney-piece and original decorative panelling. There is another, almost equally fine, chimney in the hall. In the parlour is a chimney-piece of chalk, carved and painted in a bold fashion, bearing the Tudor Rose and Portcullis. The panelling includes some unique designs and appears to be of Tudor and Jacobean origin. The ceilings, too, are good examples of decorated plaster-work—*Drawings by Dennis Flanders*

THE DUTCH GARDEN AT BRABOEUF: The late Lieut.-Colonel Younger laid out this and other parts of the fine grounds

OPERA FLOURISHES AT SEVEN DIALS

The New London Opera Company Breaks Records at the Cambridge Theatre

By CHARLES GRAVES

ALL world records of continuous opera performances have been broken by the New London Opera Company, now presenting its sixth opera, *Don Giovanni*, at the Cambridge Theatre, Seven Dials. Up to the beginning of this week there have been 147 performances of *La Bohème*; 91 of *Don Pasquale*; 72 of *The Barber of Seville*; 61 of *Tosca*; and 44 of *Rigoletto*. No other opera company—Covent Garden in the pre-war days, the Metropolitan Opera Company, or the Scala—ever gave as many as even 300 performances without a break. What is more, the Company has just signed a further lease of the Cambridge Theatre for another ten years.

The rental is relatively low—£300 a week—but the owners of the theatre keep the proceeds of the bars and cloakrooms. The actual production cost of each of the six operas is anything from £15,000 to £19,000 apiece. Most expensive is *Rigoletto*, because of the costumes. The Duke's finery in a single scene costs no less than £200, and no costume costs less than £18.

The orchestra has at least eight, if not ten, full rehearsals before the opening night; and each of these costs between £150 and £160, according to the size of the orchestra. Needless to say, it would be impossible to maintain the standard of production if it were not for the fact that the Music, Arts and Drama Society was founded as a non-profit-making concern and therefore is exempt from entertainment tax. Over £40,000 would otherwise have had to be paid to the Treasury since June of last year.

With the exception of *La Bohème*, which is occasionally sung in English, all the operas are done in Italian. The cast is a combination of top-ranking Italian stars and British newcomers to opera who are rapidly making big names for themselves. The object, indeed, is ultimately to produce a first-class English opera company as good as the best foreign opera companies, just as Sadler's Wells aims at providing a top-grade ballet company of English performers. In the same way that it is no longer necessary for English dancers to give themselves bogus Russian names, so British aspirants to operatic fame are keeping their good, solid British surnames. Thus Julia McKeegan sings the part of Musetta in *La Bohème* under her own name, not as, say, Julia Macigli.

The leading foreign singers are the prima donna Daria Bayan, Mariano Stabile, Margherita Grandi, Erna Berger, Marko Rothmuller, and Giuseppe Taddei. The other forthcoming English stars are the brothers Dickie, Martin Lawrence, Maureen Springer, Elizabeth Theilmann and Julia McKeegan.

The brothers Dickie are excellent products of the Operatic School, founded in conjunction with the Operatic Company. William Dickie came out of the Army as a lieut.-colonel; his brother Murray was demobilised from the Royal Navy as a rating. Neither of them had ever sung professionally, but after an audition they were accepted as students at the Operatic School in August of last year. From then until January they were continuously coached by Dino Borgioli. During this period the elder brother received £15 a week and the younger £10 a week. Many SPHERE readers will recall the sensation they created when they were given the two leads in *The Barber of Seville* early this year.

Martin Lawrence previously played in pantomime and was seen by the directors of the New London Opera Company in *Aladdin*, at the Cambridge Theatre. They promptly signed him up. Martin Lawrence is an East-Ender, product of elementary schools and factories, but did not take up professional singing until he was twenty-three. He then joined concert parties and later played the Demon King. When he was chosen for *Don Pasquale* he learnt the part in Italian in three weeks, coached all the time by Mariano Stabile at the latter's flat, though neither spoke the other's language.

Altogether there are fourteen students in the Operatic School, each of whom, it is hoped, will become a star in his, or her, own right within the next few years.

Unlike Covent Garden and Sadler's Wells, which are directly subsidised by the Government through the Arts Council (Covent Garden has received over £30,000, and Sadler's Wells a relatively smaller but still substantial sum), the New London Opera Company is independent. The people behind the Company are Lady Pratt, Christopher Stone, Owen Mase—all well known, of course, in the world of music—and Jay Pomeroy.

One of the reasons for the continued success of these operatic productions at the Cambridge Theatre is that a scheme was started some months ago whereby students, factory workers, members of associations, and business houses were invited to organise parties at reduced prices. For parties over twenty the price of the stalls, which normally run from 13s. 6d. to 16s., has been reduced to 7s. 6d. Similarly, three half-crowns pay for the best seats in the dress circle if the customers come in sizable groups. Parties formed of members of the staff of Cable and Wireless have visited the Cambridge Theatre eleven times; of John Lewis, ten times; of the L.N.E.R., nine times. The biggest party so far was 205 strong. Thus cut-rate has appealed so strongly to the public that over 40,000 people have taken advantage of it. Apart from that, the attendance during the first year was over 300,000.

Everybody knows that the people who live in the Midlands and the North are much more musically-minded than those who live in the South, so it can be regarded as real pioneer work to have lured such large numbers of Londoners and people who live in the Home Counties to see opera—many for the first time. Whether the same fanaticism which exhibits itself at the Russian Ballet will spread to the opera, remains to be seen. But there is no doubt that thousands of people who never previously went to anything more highbrow than Gilbert and Sullivan are now becoming addicts.

It will be noticed that the initials of the Music, Arts and Drama Society are M.A.D.S., and numbers of people told Jay Pomeroy that he was a lunatic when he founded it six years ago. As its first venture the Society presented Mussorgsky's opera *Sorotchintsi Fair*. Subsequently, its main activity was the presentation of symphony concerts in London, and Jay Pomeroy can claim much credit for the fact that the voice of music was never stilled in London throughout some of the worst periods of the war. In 1944 the Society presented Strauss's operetta *A Night in Venice*, which ran for over 500 performances. This success did not satisfy Jay Pomeroy. It was then that he decided to found a permanent opera company which would set new artistic standards for London and, in his own words, "To teach the British public to love the lyric drama as much as I do myself."

With the assistance of Alberto Erede, the distinguished conductor and pupil of Weingartner, as musical director, and Dino Borgioli, the famous tenor, as vocal director, the Society embarked early last year on its great venture. It was sure that there was plenty of potential operatic talent in England waiting to show what it could do. It was also sure that with the aid of the world's great exponents of opera a first-class company could be built up, and it was certain that the public would support fine shows finely presented.

The fact that the Cambridge Theatre lies just off the beaten track of Shaftesbury Avenue has not in any way deterred the public, and its excellent appointments and modern seating far outweigh any disadvantages of situation.

The preparatory work began nearly nine months before the opening of the first opera in June of last year and cost over £15,000; while the Operatic School, where free vocal and musical tuition is given to selected students who are also provided with full maintenance, has already cost over £5,000. The actual running cost of the opera is something over £3,000 a week—just about the takings of the box-office. So that as far as the running costs are concerned, the opera is rapidly becoming self-supporting. Altogether, the building of the solid foundation for the New London Opera Company's activities has cost over £100,000—an amount which will, of course, have to be increased with the further extension of the repertoire. The next production, timed for the New Year, is *Falstaff*, with Mariano Stabile playing his favourite lead.

"THE BARBER OF SEVILLE" AT THE CAMBRIDGE THEATRE: Left to right are Murray Dickie as Count Almaviva, Liana Grani as Rosina, Ian Wallace as Doctor Bartolo and William Dickie as Figaro. The brothers Dickie had never sung professionally before the first night of the opera. After leaving the Services, they were coached by Dino Borgioli, the vocal director of the Music, Arts and Drama Society, founded by Jay Pomeroy in 1941. William Dickie was in the Army and Murray in the Royal Navy

MARTIN LAWRENCE AS DON PASQUALE AND MARIANO STABILE AS DOCTOR MALATESTA: Lawrence could not speak a word of Italian until Stabile coached him intensely for the difficult part of Don Pasquale, which contains a great deal of dialogue and patter-singing

A SCENE FROM "LA BOHÈME": The opera which has been performed more often than any of the six in the New London Opera Company's repertory. Left to right are: Dorothy Vernon as Musetta, Martin Lawrence as Colline, Daria Bayan as Mimi, Lester Ferguson as Rudolph, Ian Wallace as Schaunard and Stanley Pope as Marcel. *La Bohème* is sometimes sung in English, although the rest of the operas are all done in Italian. This appears to present no more difficulties to the audiences than it has done to the cast, many of whom had never sung in Italian before. Apart from the regular opera-going public, these audiences have been augmented by parties from big firms, in or near London, who can obtain special cheap seats for their staffs. The New London Opera Company is playing an important part in bringing opera to the masses; a feature of which is the scheme whereby promising talent can obtain free tuition in their Operatic School

THE THIRD BIG AMERICAN MUSICAL COMEDY TO COME TO LONDON: A scene from the spectacular new musical "Finian's Rainbow," at the Palace Theatre. The story is set in the cotton fields of the "deep South"

SPECTACLE on the LONDON STAGE

"Finian's Rainbow," at the Palace Theatre, and "Stars on Ice," at the Stoll

Finian's Rainbow, at the Palace, follows *Oklahoma* and *Annie Get Your Gun* as the third of the big American musical comedies to be produced in London. This, too, has a consecutive story and lavish production, but it suffers somewhat from an overdose of whimsy. Patrick J. Kelly flew from America to take the part of the old Irishman, which was to have been played by Arthur Sinclair, who fell ill. Alfie Bass is the leprechaun. Beryl Seton, whose picture is on the right, is playing her first part in the West End, having left *Tuppence Coloured* when it was transferred from the Lyric, Hammersmith, to the Globe Theatre

A STAR IN "FINIAN'S RAINBOW": Beryl Seton in her dressing-room

"STARS ON ICE": Tom Arnold's latest Ice Revue at the Stoll Theatre. This new kind of entertainment has been filling the Stoll Theatre for many months, and the new revue has some brilliant and graceful skating as well as spectacular scenes, with settings as varied as Spain and the River Thames. Daphne Walker and Adele Inge provide grace and beauty, and there is some remarkable eccentric skating and comedy from the Three Rookies (an American team), the McKellen Brothers and Eddie Marcel. Among the most popular items is an energetic badminton match between George Mansfield and Bernie Harris and the hurdling—on stilts on ice—of Maurice Barlow

FIRST-NIGHT CURTAIN CALL: Frank Royde, Alan Gilbert, Beryl Seton, Patrick J. Kelly, Beryl Kaye and Alfie Bass line up to sing some of the choruses in the new American fashion

The World of Books—By VERNON FANE

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Eric Linklater's Book of Essays—More Readable than a Novel, More Satisfying than a Biography, and More Exciting than Most War Books

MR. ERIC LINKLATER'S THE ART OF ADVENTURE (Macmillan. 10s. 6d.) is a book of essays which takes its title from his Rectorial Address delivered to the University of Aberdeen. The late Sir James Barrie made famous an address on a similar occasion which was, I believe, called "Courage," and I remember seeing it condemned in round terms at the time as the quintessence of the literary attitude to life.

If ever there was a reversal of that process it is here, for, without equivocation, Mr. Linklater can be said to distil life into literature. Presumably for want of a better label, these pieces are called essays. In fact, whether he is analysing famous men, their life or their work, or whether he is describing his part in the adventures of some world-famous masterpieces in *Primavera* (a slip in the chain of events here might have provoked a catastrophe), his prose pulsates with life and the reader's mind tingles with his reflected vitality.

He can take Evelyn Waugh, for instance, from the "brilliantly malicious" *Decline and Fall* to the "masterly talent" of *Brideshead Revisited*, and, at the same time, give point to his sketch with a brilliant vignette of Captain Waugh "in hospital, ill and very weak, after escaping with not more than a few seconds to spare from the blazing wreckage of an aeroplane which had crashed in Yugoslavia."

Then there is Mr. James Bridie, the dramatist, whose *Mr. Bolfry* "is an excellent introduction to the mind of Mr. Bridie, who is a serious man with an exuberant and fantastic sense of humour."

Again, there is a tender and beautiful memoir of Richard Hillary which is not monopolised by a critical examination of "The Last Enemy." Then, among others, there is Field Marshal Alexander, who had an unexpected quality: "Divergent from type: he was an amateur of painting, he had the artist's eye."

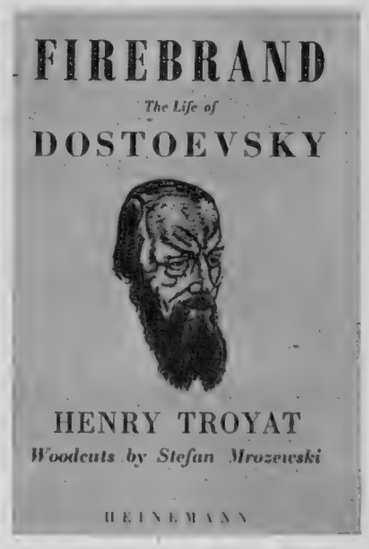
Seldom have I read a book I more readily enjoyed; more readable than a novel, more satisfying than a biography, more exciting than most war books; in fact, a book of essays by Mr. Eric Linklater.

Yehudi Menuhin, in his preface to YSAŸE, HIS LIFE, WORK AND INFLUENCE (Heinemann. 16s.), says: "Eugene Ysaÿe was indeed a giant. Not only for those who saw and heard him, but even for such as I who know him only through the spell he cast on others, his commanding figure still stands unchallenged, the last of a romantic race of mighty men who were violin virtuosi."

This biography was first written in French by Ysaÿe's son, Antoine, and it has been in part translated and part amplified by Bertram Ratcliffe. The musical importance of the book is underlined by Mr. Ratcliffe, who "particularly wished to elaborate the influence exercised by Ysaÿe on many composers of his time and on César Franck in particular." Apart from its musical quality, it is a very human and moving story.

The SIX GREAT VICTORIAN NOVELISTS (Macdonald. 10s. 6d.) dealt with by Mr. F. E. Baily in the form of popular biography are Thackeray, Dickens, Trollope, George Eliot, Meredith and R. L. Stevenson, a portrait gallery rich in the characters and diversities of its sitters. Mr. Baily finds it difficult to be patient with Stevenson. "The naïve egoism of his letters becomes wearisome; the calm negligence with which he depended on his father for his upkeep, his idleness at school and Edinburgh University, and the rather helpless way in which he took all his troubles to various women, grate on the normal man." Of Trollope he says: "There is a memorial for Anthony Trollope in almost every street, town and city in the country. It was he who, when an official of the Post Office, originated the pillar-box." Readers of this kind of popular biography will not be disappointed in these lively sketches.

A NEW BIOGRAPHY OF THACKERAY: The wrapper of Lionel Stevenson's "The Showman of Vanity Fair" (Chapman and Hall. 21s.), which has just made its appearance. Mr. Stevenson, making use of much of Thackeray's correspondence, is particularly skilled in his portrayal of the Thackeray family and of the social connections upon whom he drew so freely for his characters. The drawing of Thackeray on the wrapper is by Daniel Maclise



THE BURNING GENIUS OF DOSTOEVSKY: This is the wrapper of Henry Troyat's "Firebrand" (Heinemann. 15s.), a new and revealing biography of the great Russian writer. Mr. Troyat has been at pains to base his work on accepted first-hand material, and has handled with restraint the highly dramatic incidents of Dostoevsky's extraordinary life. He analyses each novel, and a whole chapter is given to "The Brothers Karamazov"

Some years ago Dr. Enid Starkie published a biography of that fascinating and complex character, the poet Rimbaud. Since then Dr. Starkie has had access to fresh sources and new material which she has used in a new version, ARTHUR RIMBAUD (Hamish Hamilton. 15s. net). Dr. Starkie is able to relate some of the results of her researches to certain aspects of Rimbaud's poetry which have hitherto been obscure. It is a most valuable work for students of the man and the period.

THE DWELLING PLACE, by Anne Goodwin Winslow (Heinemann. 7s. 6d.), is a pleasant series of connected biographical essays presented as the story of the author's house near Memphis, Tennessee. It is written with the quiet charm we associate with this author's work, but at the same time with the authority of one skilled in the art of letters. Miss Winslow is perhaps happiest in her reminiscences of her father, who was an amateur doctor, and we have a picture of him doling out medicine to neighbours by the light of a match, the poison bottles sitting beside the others. Altogether a very charming book.

Miss Conyth Little is a writer who specialises in "black" titles and slick dialogue, and her new production, THE BLACK GOATEE (Crime Club. 7s. 6d.), is well up to standard. As usual, the scene is a small American town. The current story deals with a couple of feckless sisters, living almost alone in a big house which they can ill afford, in view of the blackmail they have to pay to their father. I like Miss Little's crisp wit, and I like her ability, in the tradition of Mary Roberts Rinehart, of conveying a thrill of real horror from time to time.

The author of THE MOON IS RISING (Heinemann. 8s. 6d.), Miss Maddy Vegtel, was born in Holland but has lived most of her life in America. It is the story of an upper-class family in Holland from 1910 to the present day. We watch the development of two sisters; one grows up to know tragedy, then misplaced passion, and finally to accept responsibility. She rescues her worthless sister's illegitimate child, and we follow his troubled course through life. The publishers say that this is a first novel "which commands first our attention, then our respect, and finally our enthusiasm."

BOOKS IN BRIEF

ARCHDEACONS ASHORE (Faber and Faber. 7s. 6d.), by C. A. Alington, Dean of Durham. Some may call it a crime story; others a light novel. It is full of agreeable characters and good entertainment.

VERDICT OF TWELVE (Michael Joseph. 8s. 6d.), by Raymond Postgate. A horror story which first appeared in 1940. It has been loudly acclaimed in America.

THE LIGHT AND THE DARK (Faber and Faber. 10s. 6d.), by C. P. Snow. The story of a young man who had all the gifts except happiness. The theme is romantic and tragic.

SIGNATURE TUNE (Stanley Paul. 16s.), by Jack Payne. A vivid account of the personal experiences of a master of the show business.

SEALSKIN TROUSERS AND OTHER STORIES (Rupert Hart-Davis. 8s. 6d.), by Eric Linklater. Five unusual tales of the North touching upon fantasy, fable and romance.

SILVER SHOALS (Jarrolds. 10s. 6d.), by Hamilton Cochran. A novel of treasure-hunting in the Caribbean.

THE GAY MISS MITFORD

"Our Village" Makes a Welcome Reappearance, and other Books Briefly Reviewed

"Our landlord has a stirring wife, a hopeful son, and a daughter, the belle of the village; not so pretty as the fair nymph of the shoe shop, and far less elegant, but ten times as fine; all curl-papers in the morning, like a porcupine, all curls in the afternoon, like a poodle, with more flounces than curl-papers, and more lovers than curls." That was the ebullient way in which Mary Russell Mitford habitually wrote, with verve and gaiety of mind, with sparkle and high spirits. She painted, as they appeared to her, the people of her neighbourhood, their little frailties and their many virtues, always against the rural background she knew so well. OUR VILLAGE (Harrap and Co. 10s. 6d.) is now reprinted with wood engravings by Joan Hassal. And what a welcome it deserves, and is sure to get. Gilbert White at Selborne, Jane Austen at Chawton, and Mary Russell Mitford at Three Mile Cross have all rendered delightful the quietude of the south country scene, and of the three, Miss Mitford is by no means the least in popular appeal. Her writing is as fresh to-day as ever it was, with all the charm of unaffected spontaneous humour; but perhaps its chiefest feature is the author's keen delight in the incongruities around her. She would have had a feast of fun in this fourth decade of the twentieth century.

James Agate loved the world of the theatre, and his enthusiasm was infectious. Books, films, prize-fights, trotting horses, and anything Gallic also came within his province, and always he wrote with wit, erudition and a measure of authority. Much of Agate's vast literary output was for the hurrying press. Its nature was essentially ephemeral; but even his daily outpourings often had the attributes of the essay, of prose polished to a crystal clarity. THUS TO REVISIT . . . (Home and Van Thal. 10s. 6d.) contains twenty-six extracts from Agate, written mostly in the '20's and '30's. Some of the extracts are first-rate, notably a visit to Collins' Music Hall, that upholder of the old traditions of variety, reflections on Zola's centenary, and a thrilling account of Teddy Baldock's victory at the Albert Hall. On the whole, however, this is not the best of Agate, and perhaps this is not really the time to reprint his work; it is too near to his death. His commentaries on our day and age will be invaluable half a century hence.

In November, indeed on the day of the Royal wedding, the centenary is being celebrated of the death of H. F. Lyte, the author of "Abide With Me." Appropriately enough, the editor of the "Britain in Pictures" Series has chosen this moment to produce ENGLISH HYMNS AND HYMN WRITERS (Collins. 5s.). It is an excellently compiled little book, and wisely Canon Adam Fox, the author, has dealt with his subject at greater length in its more modern manifestations, devoting only a few pages to the earlier history of Christian hymnody. Canon Fox pays a tribute to Robert Bridges, the Poet Laureate, who did so much to overcome the degradation of style which afflicted hymn-singing in the last half of the eighteenth century, and he does not omit to mention the impact of Sankey and Moody, the American evangelists, who, indifferent to traditional styles in words and music, converted tens of thousands in Britain partly by reason of the catchy tunes with which they expounded the gospel.

ADDAMS AND EVIL (Hamish Hamilton. 12s. 6d.) is a book of cartoons by Charles Addams. A new album by that master of light-hearted depravity is an event for all who like the *New Yorker* brands of humour. Charles Addams is the apostle of the outrageous, and most outrageous of all are his children, who make life-size guillotines out of Meccano, forge dollar notes in the nursery, or make coffins in the woodworking class.

EARLY ISLAMIC POTTERY (Faber and Faber. 21s.) surveys the pottery of the whole of the Muhammadan East, from Samarkand, in Central Asia, to Egypt and Syria. The period covered extends from the foundations of Islam to the thirteenth century, and the plates display a series of masterpieces drawn from collections all over the world.

INKY WAY ANNUAL, 1947-48 (World's Press News. 10s. 6d.), edited by Arthur J. Heighway, is published to aid the funds of the Newspaper Press Fund, and this Fund, as most people know, is to help the needy journalist in his declining years, his widow and his orphan. The annual is full of good things, a score of celebrated journalists, artists and photographers contributing a behind-the-scenes picture of Fleet Street at work—and play.

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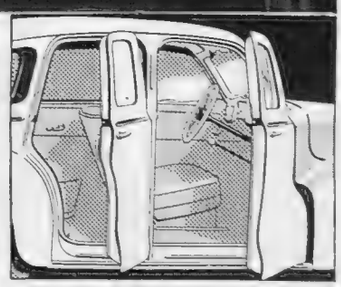

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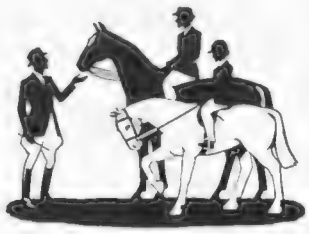

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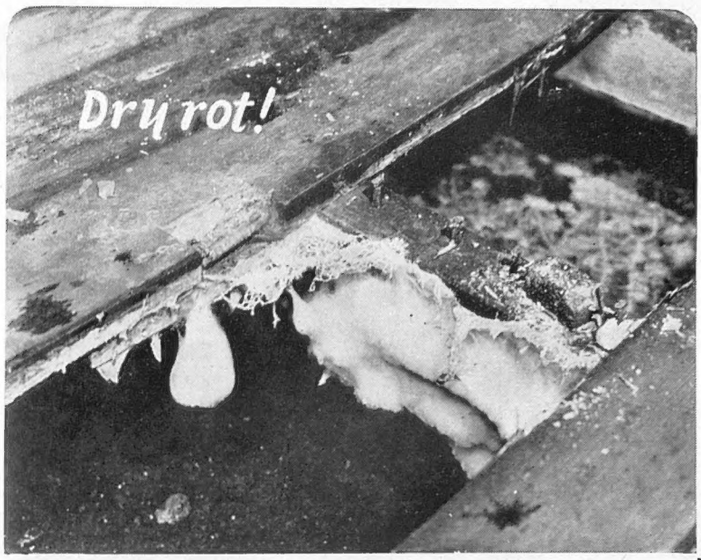

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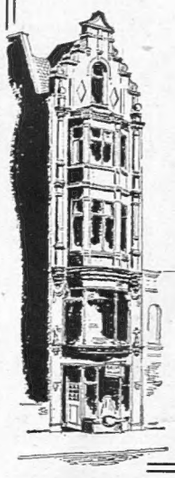

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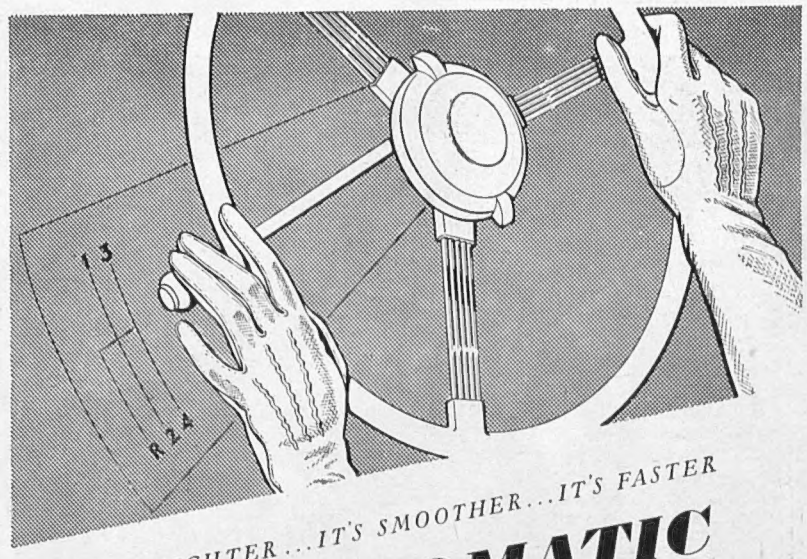

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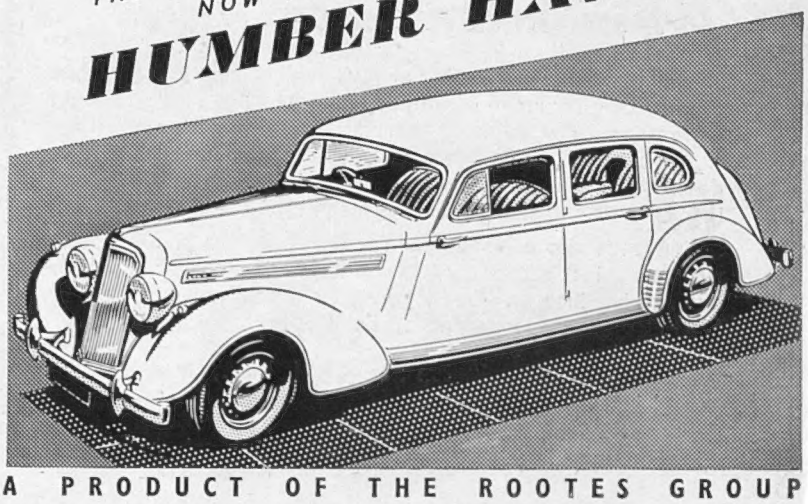

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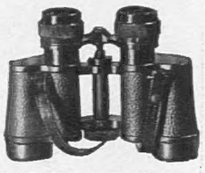

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